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January 1, 1980 to March 31, 1980

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Safety Related Recall Campaigns for Motor Vehicles and Motor Vehicle Equipment, Including Tires

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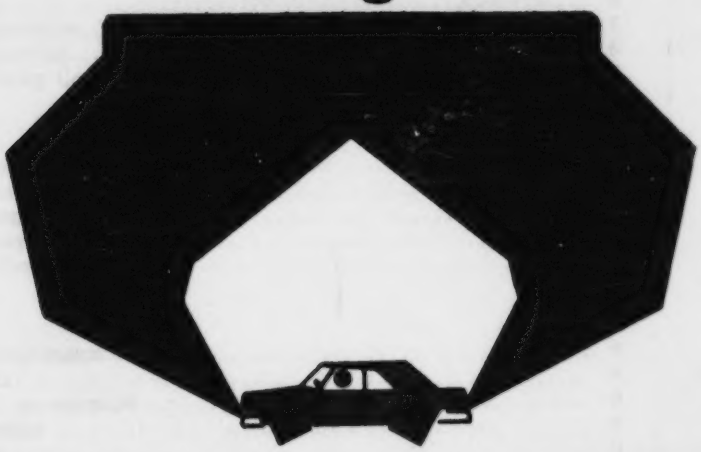

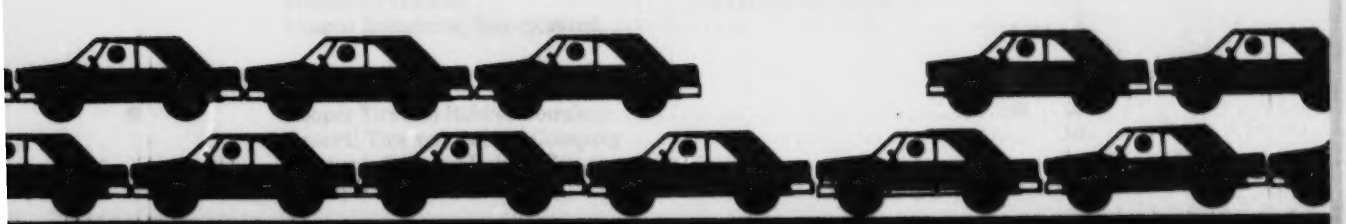

Reported to the National Highway Traffic Safety Administration
By Domestic and Foreign Vehicle Manufacturers

U.S. Department of Transportation • National Highway Traffic Safety Administration

Safety Related Recall Campaigns for Motor Vehicles and Motor Vehicle Equipment, Including Tires

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INTRODUCTION

Section 151 of the National Traffic and Motor Vehicle Safety Act of 1966, as amended, requires that if a manufacturer—

> "(1) obtains knowledge that any motor vehicle or item of replacement equipment manufactured by him contains a defect and determines in good faith that such defect relates to motor vehicle safety; or
>
> "(2) determines in good faith that such vehicle or item of replacement equipment does not comply with an applicable Federal motor vehicle safety standard prescribed pursuant to section 103 of this Act;
>
> he shall furnish notification to the Secretary and to owners, purchasers, and dealers, in accordance with section 153, and he shall remedy the defect or failure to comply in accordance with section 154."

The required notification is to be by first class mail to the first purchaser and by certified mail or more expeditious means to the dealer or dealers of the manufacturers.

The manufacturer is further required to furnish the Secretary of Transportation a true or representative copy of all notices, bulletins, and other communications to dealers or purchasers regarding defects in motor vehicles or motor vehicle equipment.

The National Highway Traffic Safety Administration has received numerous requests for information on defects in motor vehicles. In answer to these requests, the Administration publishes quarterly summary reports on defect campaigns conducted by domestic and foreign manufacturers. These summary reports are available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402, at a price established by the Superintendent of Documents. Annual cumulative editions of the reports will be published at the beginning of each calendar year.

Since manufacturers are not required to report to the Administration specific serial numbers of vehicles involved in recall campaigns, any information concerning defects on specific serial-numbered vehicles must be obtained from the dealer or manufacturer.

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SUMMARY TABULATIONS
MOTOR VEHICLE SAFETY DEFECT RECALL CAMPAIGNS

January 1, 1980—March 31, 1980

Manufacturers Reporting	*Number of Recall Campaigns*	*Number of Vehicles*
I. DOMESTIC		
American Motors Corporation	1	10,891
Carpenter Body Works, Incorporated	1	693
Checker Motors Corporation	1	9,429
Chrysler Corporation	3	1,028,504
Coleman Company, Incorporated	1	1,366
Ford Motor Company	2	21,332
Freightliner Corporation	1	1,500
General Motors Corporation	5	78,341
Gillig Corporation	1	198
Grumman Allied Industries, Incorporated	1	2,841
Harley-Davidson Motor Company, Incorporated	3	3,845
International Harvester Company	2	5,813
Mack Trucks, Incorporated	1	3,300
Midas International Corporation	1	2,000
Oshkosh Truck Corporation	1	417
Paccar, Incorporated	1	9,500
Revcon, Incorporated	1	142
Shasta Industries	1	440
Sheller-Globe Corporation	2	332
White Motor Corporation	3	455
Zieman Manufacturing Company	1	30
TOTAL	34	1,181,369
II. FOREIGN		
Batavus USA, Incorporated	1	13,799
Jaguar Rover Triumph, Incorporated	1	900
Toyota Motor Company	1	79,392
Volkswagen of America, Incorporated	1	140,000
Volvo of America Corporation	1	350
TOTAL	5	234,441
III. EQUIPMENT		
General Motors Corporation	1	364
Konalrad Products	1	1,398
Leggett and Pratt, Incorporated	1	3,200
Maremont Corporation	1	49
Microdot Products	1	108,000
Unarco Industries, Incorporated	1	63,324
TOTAL	6	176,335
IV. TIRES		
Cooper Tire and Rubber Company	1	1,650
General Tire and Rubber Company	3	803
Goodyear Tire and Rubber Company	2	14,500
Uniroyal Tire Company	3	530,266
TOTAL	9	547,219

ORDERING DATA

If only one particular detailed report of a recall is required, it can be obtained by contacting the Chief, Technical Reference Service, Technical Services Division (Code N48–41), National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590.

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DOMESTIC SAFETY DEFECT RECALL CAMPAIGNS

NHTSA Ident. No. / Date of Co. Notification	Make and Model	Model Year	No. of Pages on file	No. of Vehicles Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
American Motors Corporation					
80V-023 2-28-80	Jeep Wagoneer Cherokee J10 Trucks	 1979 1980	4	10,891	Mfg. Campaign No. NR. System-Wheel bearing. DOM—June 25, 1979 through October 31, 1979. Possibility that right and left rear wheel bearings may have been damaged during assembly. Damaged bearing could permit axle and wheel disengagement from vehicle while in motion. (Correct by inspecting and replacing both right and left wheel bearings, seals, bearing retaining rings and bearing retaining plates.)
Carpenter Body Works, Incorporated					
80V-008 2-6-80	Carpenter Conventional-type school buses	1977	4	693	Mfg. Campaign No. C 19801. System-Body panel joints/Federal Motor Vehicle Safety Standard No. 221. DOM—July 1—September 1, 1977. School buses. Possibility that certain vehicles may fail to comply with Standard 221, School Bus Body Joint Strength, due to inability of certain interior body joints to meet 60 percent joint strength requirement of standard. (Correct by inspecting and locally reinforcing joints with mechanical fasteners.)
Checker Motors Corporation					
80V-019 2-21-80	Checker All	1978 1979 1980	6	9,429	Mfg. Campaign No. NR. System-Fuel tank/Federal Motor Vehicle Safety Standard No. 301. DOM—November 11, 1977-NR. Possibility that on certain vehicles there is non-compliance with Standard No. 301, Fuel System Integrity, due to cutting of fuel filler tube by frame rear crossmember during rear barrier impact test. (Correct by inspecting and installing protector sleeve over fuel filler tube.)
Chrysler Corporation					
80V-010 2-11-80	Plymouth Champ, Sapporo Dodge Colt, Challenger	 1980	2	25,004	Mfg. Campaign No. 275. System-Instrument panel ash tray bulb socket. DOM—mid August 1979—October 1979. Possibility that certain vehicles are equipped with instrument panel ash tray illumination bulb socket that may overheat with extensive operation of bulb (bulb is lit when headlamps are on). Bulb socket may have been manufactured with materials that do not exhibit required electrical resistance capabilities for this application. These materials may allow socket to overheat, ignite and possibly ignite other instrument panel components. (Correct by inspecting and replacing bulb socket and wiring assemblies with assemblies containing sockets produced from proper materials.)
80V-027 3-7-80	Plymouth Dodge B100, B200 B300, MB300, MB400, CB300, CB400	 1971 1972 1973 1974 1975 1976 1977 1978	12	1,000,000	Mfg. Campaign No. 191T. System-Structure/frame rail. DOM—March 1970-August 1978. Compact vans and wagons with power steering including class C motorhomes and kary vans. Possibility that left frame rail extension may experience fatigue cracking of inboard rail near area in which power steering gear attaches to frame. Some vehicles, when subjected to certain severe service steering maneuvers (frequent full steering wheel rotation parking or pushing away of wheel from curbs by forcing front tire against curb), may develop frame crack due to high loads which are transmitted to rail by steering gear during such maneuvers. (Correct by inspecting for cracks, if crack is detected, it will be welded and a rod reenforcement will be installed over cracked area to ensure crack does not reoccur.)

DOMESTIC SAFETY DEFECT RECALL CAMPAIGNS

NHTSA Ident. No. / Date of Co. Notification	Make and Model	Model Year	No. of Pages on file	No. of Vehicles Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
Chrysler Corporation—*(Continued)*					
80V-039 3-24-80	Dodge CB300, MB300	1979	3	3,500	Mfg. Campaign No. 193T. System-Certification label. DOM—January—May 1979. Light duty trucks. Possibility that on certain vehicles Vehicle Certification Label installed may contain incorrect dates for incomplete vehicle (chassis) date of manufacture and date of Federal Motor Vehicle Safety Standard conformance effectiveness. The date of final manufacture is stated correctly. (Correct by inspecting and installing new label displaying proper dates.)
Coleman Company, Incorporated					
80V-001 12-27-79	Coleman Ligonier Rebel	1979	4	1,366	Mfg. Campaign No. NR. System-Frame/butt weld. DOM—August 15, 1978—May 18, 1979. Camping trailers. Possibility that on certain vehicles "A" frame tongue of trailer can separate from chassis as a result of weld deficiency. (Correct by inspecting and strengthening potential frame failure points.)
Ford Motor Company					
80V-032 3-18-80	Ford F-Series Light trucks	1980	2	8,000	Mfg. Campaign No. 384. System-Exhaust heat shields. DOM—SOP Job No. 1 through December 18, 1979. Trucks. Possibility that certain vehicles may have been produced without specified exhaust system heat shields. Certain driving or engine malfunction conditions could result in high floor pan temperatures. This could cause smoldering of floor covering materials. (Correct by inspecting and installing specified heat shields.)
80V-033 3-18-80	Ford F-Series Light Trucks	1980	6	13,332	Mfg. Campaign No. 385. System-Steering column attachment. DOM—SOP Job No. 1 through October 22, 1979. Trucks. Possibility that certain vehicles may have been produced with missing or improperly torqued pinch bolt and nut which is used to attach intermediate steering shaft to steering column. This could cause intermediate steering shaft to slip relative to steering column and permit eventual separation from column resulting in loss of steering control. (Correct by inspecting and installing bolt and nut or verifying bolt torque.)
Freightliner Corporation					
80V-031 3-14-80	Freightliner Trucks	1973 1974 1975 1976 1977 1978 1979 1980	19	1,500	Mfg. Campaign No. FL-0067. System-Rear towing crossmember. DOM—June 22, 1973—February 25, 1980. Trucks. Possibility that certain vehicles equipped with truck rear towing crossmember and A-frame assembly may develop cracks in crossmember which supports trailer hitch and to which trailer safety cables are attached. (Correct by inspecting and replacing A-frame assembly with new design, and for progressive damage replace additional parts as necessary.)

NHTSA Ident. No. / Date of Co. Notification	Make and Model	Model Year	No. of Pages on file	No. of Vehicles Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
					General Motors Corporation
80V-003 1-11-80	Cadillac Eldorado Seville	1980	8	18,881	Mfg. Campaign No. 80-C-1. System-Transmission shift linkage/bracket. DOM—August 2, 1979—November 8, 1979. Possibility that two screws which secure shift linkage bracket may loosen and fall out. As a result, gear position indicated by transmission selector may differ from actual gear position of transmission. In addition, when starting vehicle with selector in neutral or park position, transmission may actually be in gear and vehicle may move forward or rearward when engine is started. In either of these cases, vehicle crash without prior warning could occur. (Correct by inspecting and tightening two screws to proper torque.)
80V-014 2-19-80	GMC Chevrolet Medium-duty and heavy duty	1978 1979	5	46,556	Mfg. Campaign No. 79-C-07. System-Brakes/hydraulic steel tube. DOM—SOP 1978—July 18, 1979. Trucks. Possibility that on certain vehicles hydraulic steel brake tube connecting brake hose to left or right front top wheel cylinder may develop fracture in bend adjacent to wheel cylinder. Fracture results from periodic high stresses in tube as result of "brake chatter" which can occur during certain environmental conditions. Fractured tube will result in brake system fluid leak and loss of service braking action. This could result in vehicle crash without prior warning. (Correct by inspecting and replacing right and left front wheel brake tubes with new integral hose and tube assemblies.)
80V-015 2-19-80	GMC Chevrolet School Bus SE60	1976	6	3,580	Mfg. Campaign No. 76-C-24. System-Brakes/push rod assembly. DOM—January 2, 1976—EOP 1976. School buses. Possibility that certain vehicles were manufactured with brake pedal push rod assemblies which, after extended use, could wear causing brake push rod to disengage from Hy-Power brake booster. Wear condition results from excessive return pressure on push rod due to brake pedal return spring mistakenly installed in production. If brake push rod separates from brake booster, loss of braking capability will result and vehicle crash without prior warning may occur. (Correct by inspecting, removing brake pedal return spring and installing new brake push rod assembly.)
80V-016 2-19-80	GMC Chevrolet Medium-duty Conventional	1978 1979	6	8,474	Mfg. Campaign No. 79-C-06. System-Battery/cable. DOM—SOP 1978—June 26, 1979. Trucks. Possibility that on certain vehicles misrouting of positive battery cable may exist. As result, positive battery cable insulation could be damaged from exhaust manifold heat. Wire in cable may then contact and damage metal brake tube. A damaged tube could result in brake fluid leak and loss of braking capability. This could cause vehicle crash without prior warning. (Correct by inspecting and replacing and/or rerouting positive battery cable as required.)
80V-017 2-19-80	GMC Chevrolet Medium-Duty Conventional	1978 1979 1980	7	850	Mfg. Campaign No. 80-C-02. System-Hydraulic brakes & fire apparatus. DOM—SOP 1978—January 14, 1980. Trucks. Possibility that on certain vehicles equipped with fire apparatus, extreme heat from right side engine exhaust manifold generated during prolonged testing of fire apparatus can result in damage to brake hose at frame fitting. This condition could cause leak in right-front axle hydraulic action, which could result in vehicle crash without prior warning. (Correct by inspecting and installing exhaust heat shield at right side frame to brake hose fitting; also, replacing front brake hoses.)

NHTSA Ident. No. / Date of Co. Notification	Make and Model	Model Year	No. of Pages on file	No. of Vehicles Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
Gillig Corporation					
80V-011 2-14-80	Gillig School Buses	1977 1978	16	198	Mfg. Campaign No. NR. System-Seat restraining barriers/ Federal Motor Vehicle Safety Standard No. 222. DOM—April 1, 1977—July 5, 1978. School buses. Possibility that on certain vehicles floor tapping strip was improperly positioned. This floor tapping strip was used to mount curb-side seat restraining barrier. If improperly positioned, floor attachment bolts might miss floor tapping strip. In the event of accident , barrier might not adequately restrain occupants of seat to rear of barrier. (Correct by inspecting and adding lock nuts to restraining barrier mounting bolts.)
Grumman Allied Industries, Incorporated					
80V-025 2-29-80	Grumman Allied Kurbmaster	1979 1980	5	2,841	Mfg. Campaign No. NR. System-Structure/body. DOM—April 1979—January 1980. Trucks. Possibility that engine box on some units may have been incorrectly manufactured causing left side of engine box to protrude past toe board flange. This protrusion could hinder movement of driver's right foot from accelerator pedal to brake pedal. (Correct by inspecting and repairing if necessary with available repair kit.)
Harley-Davidson Motor Company, Incorporated					
80V-009 2-7-80	Harley-Davidson 1340cc FLT	1980	3	1,343	Mfg. Campaign No. 046. System-Brakes/rear caliper casting. DOM—October 1979—January 28, 1980. Motorcycles. Possibility that on certain vehicles porosity of casting material used in rear brake calipers may alow brake fluid to seep. If seepage occurs, rear brake will lose pressure gradually, which could lead to total loss of brakes. (Correct by inspecting and replacing rear brakes caliper where necessary.)
80V-020 2-15-80	Harley-Davidson 1340cc FLT	1980	3	62	Mfg. Campaign No. 047. System-Wheel/sprocket mounting bolts. DOM—January 10, 1980. Motorcycles. Possibility that on certain vehicles hydrogen embrittlement in rear wheel sprocket mounting bolts mights cause head of bolt to break off and wedge itself between aluminum chain housing and sprocket. This may cause rear wheel to lock up at low speeds. (Correct by inspecting and replacing all five (5) rear wheel sprocket mounting bolts.)
80V-037 3-21-80	Harley-Davidson 1340cc FLT	1980	3	2,440	Mfg. Campaign No. 048. System-Ignition switch/fork lock assembly. DOM—October 19, 1979—February 20, 1980. Motorcycles. Possibility that on certain vehicles malfunction within fork lock pin return mechanism may allow fork pin to drop and accidentally engage fork lock. This could only occur during extreme left hand turns at low speed when handlebar must be physically rotated to its stop. (Correct by inspecting and replacing ignition switch/fork lock assembly, if necessary.)
International Harvester Company					
80V-029 3-12-80	International Harvester Scout	1980	4	1,633	Mfg. Campaign No. 80501. System-Front wheel hub and rotor. DOM—July—November 1979. Trucks. Possibility that on certain vehicles front wheel hub and rotor assembly may have some wheel mounting studs which were not seated flush with

NHTSA Ident. No. / Date of Co. Notification	Make and Model	Model Year	No. of Pages on file	No. of Vehicles Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
International Harvester Company—*(Continued)*					
					rotor face. Initial assembly torque on polycast wheels may not be sufficient to seat studs and could lead to wheel loosening. Continued operation of vehicle could allow wheel to disengage from vehicle with subsequent loss of control. (Correct by inspecting and torquing wheel lug to desired level.)
80V-030 3-12-80	International Harvester S-Series 1600 1700 1800 1900	 1979 1980	3	4,180	Mfg. Campaign No. 80502. System-Hydraulic brakes. DOM—July 1978—February 1980. Trucks. Possibility that on certain vehicles brake fluid lines which run to and from frame mounted power assist unit may be incorrectly routed resulting in lines rubbing or chaffing on fender splash shield bracket. Line could rub through and allow brake fluid loss and complete loss of service brakes. (Correct by inspecting and repositoning brake lines with clearance to splash shield bracket.)
Mack Trucks, Incorporated					
80V-026 3-4-80	Mack WS, WL	 1979 1980	1	3,300	Mfg. Campaign No. SC 125. System-Certification labels. DOM—January 1, 1979—January 15, 1980. Trucks. Vehicle certification labels were incorrectly located, resulting in non-compliance with Part 567 of certification regulations. (Correct by relocating certification labels to conform with Part 567 of regulations.)
Midas International Corporation					
80V-007 2-8-80	Midas Series 2000	 1977 1978 1979 1980	9	2,000	Mfg. Campaign No. NR. System-Seat belts/Federal Motor Vehicle Safety Standard Nos. 208 and 210. DOM—January 1977 to February 8, 1980. Motorhomes. Possibility that certain vehicles are not equipped with adequate number of seat belts for designated seating positions and are, therefore, in non-compliance with Standard 208, Occupant Crash Protection, and 210, Seat Belt Assembly Anchorages. (Correct by inspecting and installing appropriate seat belts for designated seating positions.)
Oshkosh Truck Corporation					
80V-012 2-6-80	Oshkosh B-Series	 1974 1975 1976 1977 1978 1979	7	417	Mfg. Campaign No. NR. System-Windshield. DOM—August 1974—December 1979. Trucks. Possibility that on certain vehicles cracks may develop in sheet metal around windshield opening. Continued operation after cracks occur could result in progressive damage to cab which could allow windshield glass to blow inward or fall outward. This could result in injury to driver and loss of vehicle control. (Correct by inspecting and installing window retention kit.)
Paccar, Incorporated					
80V-034 3-20-80	Kenworth Peterbilt Trucks	 1979	2	9,500	Mfg. Campaign No. NR. System—Lamps—Federal Motor Vehicle Safety Standard No. 108. DOM—March—October 1979. Trucks. Possibility that certain vehicles are in non-compliance with Standard 108 in that lenses of certain lamp assemblies are fading from required amber to white after extended exposure to sunlight. (Correct by inspecting and replacing faded lenses.)

DOMESTIC SAFETY DEFECT RECALL CAMPAIGNS

NHTSA Ident. No. / Date of Co. Notification	Make and Model	Model Year	No. of Pages on file	No. of Vehicles Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
Revcon Incorporated					
80V-022 2-18-80	Revcon Motorhomes Transcoms	1979	6	142	Mfg. Campaign No. NR. System-Drive transfer box. DOM—February 1, 1979—October 1979. Possibility that on certain vehicles output shaft of drive transfer box to which yoke is fastened may be made from incorrectly specified steel and under certain conditions shaft may shear at face of transfer box and cause propeller shaft to break free at transfer case end. If shaft does break, loss of driving power will occur immediately. (Correct by inspecting, removing, and replacing drive transfer box.)
Shasta Industries					
80V-006 1-24-80	Shasta Travel Trailer	1979 1980	9	440	Mfg. Campaign No. NR. System-Wiring/circuit breaker. DOM—March 8—November 2, 1979. Trailers. Possibility that on certain vehicles circuit breaker protecting line from RV battery to converter may have been omitted. If electrical line from battery to converter shorts, wire may burn and cause fire. This potential fire hazard could occur without prior warning. (Correct by inspecting and adding circuit breaker.)
Sheller-Globe Corporation					
80V-004 1-14-80	Superior School Bus	1976 1977 1978	3	166	Mfg. Campaign No. NR. System-Frame/cracking. DOM—June 30, 1976—July 19, 1978. Forward control bus. Possibility that left-hand frame rail may crack, which could impair steering on vehicles equipped with Caterpillar diesel engines. Crack occurs in region of front spring hanger on left side due to stress and torque condition. (Correct by inspecting and rewelding left-hand frame rail.)
80V-018 2-21-80	Superior School Buses	1976 1977 1978	3	166	Mfg. Campaign No. NR. System-Steering. DOM—June 30, 1976—July 19, 1978. School buses. Possibility that certain vehicles may experience loss of steering control due to key working loose on connection between gear box output shaft and universal joint yoke. (Correct by inspecting and drilling a hole through universal yoke and output shaft of angle gear box, installing grade 8 bolt with lock nut and tightening securely.)
White Motor Corporation					
80V-002 1-4-80	White RB25 Autocar KS	1979	2	20	Mfg. Campaign No. NR. System-Accelerator/Federal Motor Vehicle Safety Standard No. 124. DOM—August 30—October 31, 1979. Trucks. Possibility that on certain vehicles accelerator return spring bracket may not be properly located and may not have sufficient pre-load tension. (Correct by inspecting and replacing all accelerator return springs.)
80V-013 2-11-80	White Western Star Trucks	1979	2	47	Mfg. Campaign No. NR. System-Seats/Federal Motor Vehicle Safety Standard No. 302. DOM—October 25—November 21, 1979. Trucks. Possibility that on certain vehicles material used in seats (seat stuffing material and stitch tape) might not comply with Standard 302. (Correct by inspecting and replacing non-complying seats.)

DOMESTIC SAFETY DEFECT RECALL CAMPAIGNS

NHTSA Ident. No. / Date of Co. Notification	Make and Model	Model Year	No. of Pages on file	No. of Vehicles Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
White Motors Corporation—*(Continued)*					
80V-036 3-20-80	White RBW, RB2, RC2, RX2 Autocar K	1979	2	388	Mfg. Campaign No. NR. System-Accelerator-Federal Motor Vehicle Safety Standard No. 124. DOM—NR. Trucks. Possibility that on certain vehicles equipped with Kysor engine shutdown actuator, interference exists between actuator and return springs. Compliance with Standard 124 cannot be assured due to accelerator system's inability to return from full-throttle position in time allotted. (Correct by inspecting and using alternate accelerator return system design.)
Zieman Manufacturing Company					
80V-005 1-17-80	Zieman D2, D2W	1979	9	30	Mfg. Campaign No. NR. System-Brakes/hitch coupler. DOM—February 1979—January 1980. Trailers. Possibility that on certain vehicles transverse pin may pull out of fixed ears at its extreme ends. This allows trailer to become separated from tow vehicle (except for trailer safety chain). (Correct by inspecting and replacing defective components.)

FOREIGN SAFETY DEFECT RECALL CAMPAIGNS

NHTSA Ident. No. / Date of Co. Notification	Make and Model	Model Year	No. of Pages on file	No. of Vehicles Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
Batavus USA, Incorporated					
80V-038 3-19-80	Batavus Starflite VA and HS Regency	1978 1979 1980	8	13,799	Mfg. Campaign No. NR. System-Tire information labels-Federal Motor Vehicle Safety Standard No. 120. DOM—September 1977—March 1980. Mopeds. Possibility that certain vehicles may have been imported with no tire, rim, and inflation information on or adjacent to certification label as required by Standard 120. (Correct by inspecting and affixing label in correct place.)
Jaguar Rover Triumph, Incorporated					
80V-024 3-3-80	Jaguar XJ6	1979	3	900	Mfg. Campaign No. A252. System-Fuel/filter. DOM—July 1979—December 1979. Possibility that ignition amplifier may contact fuel filter. If this condition exists, there is risk of fuel leakage due to scoring of fuel filter. (Correct by inspecting and adjusting fuel filter brackets, and replace filter if any evidence of scoring.)
Toyota Motor Company					
80V-028 3-12-80	Toyota Corolla Sedan	1977 1978 1979	4	79,392	Mfg. Campaign No. NR. System-Steering gear box worm/lock nut. DOM—May 1977—October 1978. Possibility that during process of assembling component, lock nut was mistakenly not torqued on steering gear box worm gear bearing adjustor. Consequently, worn gear adjustor may have become loose due to excessive pressure from repeated hard steering operation. When bearing adjustor is loose, because lock nut is functioning inadequately, free play of steering gear would hence increase and cause steering instability. (Correct by inspecting and torquing nut where necessary.)
Volkswagen of America, Incorporated					
80V-035 3-20-80	Volkswagen Rabbit Scirocco	1975 1976 1977 1978 1979	3	140,000	Mfg. Campaign No. EQ. System-Fender opening for antenna cable. DOM—1975—1979. Possibility that on certain vehicles equipped with automatic transmission hole in fender apron through which antenna cable is routed is not properly sealed. This could allow splash water from front tire to enter passenger compartment and fuse relay board, causing corrosion buildup at terminals. Water could cause starter to activate accidentally, exhausting battery and preventing restarting. Also, parking lights or emergency flashers would be inoperative posing safety hazard. (Correct by inspecting and properly sealing radio antenna holes; also checking fuse relay board and associate components for corrosion and replacing them where necessary.)
Volvo of America Corporation					
80V-021 2-22-80	Volvo F613	1977 1978	2	350	Mfg. Campaign No. NR. System-Steering/rusted splined joints. DOM—March 1977—January 1978. Trucks. Possibility that certain vehicles, if operated in extreme conditions of high humidity, salt and dirt, can sustain rusting of splined section of upper steering shaft. If this occurs, stress and unacceptable motion between steering column universal joint connection and input shaft of steering gear could damage connection. This could lead to loss of steering control. (Correct by inspecting and equipping vehicles with grease fitting on splined section of upper side of universal joint.)

MOTOR VEHICLE EQUIPMENT RECALL CAMPAIGNS

NHTSA Ident. No. / Date of Co. Notification	Component / Model or Size Designation	No. of Pages on file	No. of Components Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
General Motors Corporation–Detroit Diesel Allison Division				
80E-006 3-27-80	Transmission HT-700, CLBT-750, V-730	15	364	Manufactured 1-1-79—4-30-79. Detroit Diesel Allison transmissions installed in GMC trucks and coaches. Possibility that transmissions were assembled with improperly machined forward clutch housings. Resulting incorrect ball check valve seat angles in pressure exhaust ports may prevent complete oil evaluation from piston area. This condition may allow vehicle to move forward even when selector level is in neutral position. (Correct by road testing and reworking forward clutch housing where found defective.)
Konalrad Products				
80E-001 1-11-80	Brake Fluid K-8220 K-8221 Snap Brand	8	1,398	Hydraulic brake fluid failed to conform to Federal Motor Vehicle Safety Standard No. 116. The specific failure to meet Standard 116 was percentage loss of evaporation. (Correct by recalling brake fluid in question.)
Leggett and Platt, Incorporated				
80E-002 1-17-80	Seat Belt Bracket Kit No. 5164	4	3,200	Failure of combined assembly of No. 5193 seat belt bracket and No. 5298 seat pedestal to withstand simulated test loads specified in Federal Motor Vehicle Safety Standard Nos. 207 and 210. Failure may occur in aluminum castings forming base of pedestal or swivelling portion of pedestal. (Correct by inspecting and recommending anchoring seat belts to floor utilizing bolts originally provided by vehicle manufacturer.)
Maremont Corporation				
80E-003 1-23-80	Heat shield Exhaust pipe extension, grass shield.	3	49	The heat (grass) shield which is clamped to bottom of exhaust pipe was omitted from pipes shipped to distributors. This shield serves to minimize any danger that exhaust pipe could ignite dry grass or other flammable vegetation. (Correct by inspecting and either replacing exhaust pipe or installing heat shield.)
Microdot Products				
80E-004 2-4-80	Turn Signal Flashers 552/536	6	108,000	Turn signal flashers failed during durability phase in testing required under Federal Motor Safety Standard No. 108. (Correct by repurchasing all defective flasher units.)
Unarco Industries, Incorporated				
80E-005 2-15-80	Rear Lamps 910, 950, 910R and 950R	9	63,324	Possibility that combination rear lamps (stop and tail) may develop heat distortion in bulb socket, creating movement of bulb filament(s) from their designated locations. Lamps fail to conform to Federal Motor Vehicle Safety Standard No. 108. (Correct by inspecting and installing replacement socket kit.)

MOTOR VEHICLE TIRE RECALL CAMPAIGNS

NHTSA Ident. No. / Date of Co. Notification	Component / Model or Size Designation	No. of Pages on file	No. of Components Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
Cooper Tire and Rubber Company				
80T-004 2-22-80	Cooper Super Roadmaster 78 Belted Super RS 78 Belted Dean Super Road Hauler Belted Hercules Hercu-mile 78 Belted	32	1,650	Tubeless H78-15LT six-ply nylon/nylon belted 78 series highway light trucks. Possibility of tread separations due to void areas created by undercure conditions. Surveillance testing shows that tires might develop separation in tread area. Loss of air might result in loss of steering control and vehicle crash. (Correct by inspecting and replacing tire with new tire within 60 days from date of notification at no cost to consumer.) DOT IDENTIFICATION Cooper-Super Roadmaster UT7DCCC-379 through 419 Cooper-Super RS UT7DBCW-399 and 409 Dean-Super Hauler UT7DDBD-399 and 409 Hercules-Hercumile UT7DHDU-379 through 419
General Tire and Rubber Company				
80T-002 1-25-80	Summit 9.50-16.5	1	252	9.50-16.5 LRD Summit traction tires. Tires fail to comply with endurance aspect of Federal Motor Vehicle Safety Standard No. 119. (Correct by inspecting and replacing tires within 60 days from date of notification at no cost to consumer.) DOT IDENTIFICATION ABXL7CC499
80T-003 1-30-80	General 9.50-16.5	1	224	9.50-16.5LR E gripper tires. Tires fail to comply with endurance test of Federal Motor Vehicle Safety Standard No. 119. (Correct by inspecting and replacing tires within 60 days from date of notification at no cost to consumer.) DOT IDENTIFICATION AAXL783449
80T-007 3-6-80	General 9.50-16.5	1	327	9.50-16.5LR D Jumbo power jet commercial BSW tires. Tires failed to comply with endurance portions of Federal Motor Vehicle Safety Standard No. 119. (Correct by inspecting and replacing tire at no cost to consumer within 60 days from date of notification.) DOT IDENTIFICATION AAXLDPB319
Goodyear Tire and Rubber Company				
80T-001 1-23-80	Goodyear 155SR13 165SR13	2	12,500	155SR13 and 165SR13 G800S load range "B" tires. Tires may have insufficient sidewall gauge at junction of sidewall and tread. After being subjected to sustained highway speeds and maximum loads, cracks could develop in upper sidewall, leading to tire failure and sudden loss of air, which

MOTOR VEHICLE TIRE RECALL CAMPAIGNS

NHTSA Ident. No. / Date of Co. Notification	Component Model or Size Designation	No. of Pages on file	No. of Components Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
Goodyear Tire and Rubber Company—*(Continued)*				
				could cause vehicle crash without prior warning. (Correct by inspecting and replacing tires within 60 days from date of notification.) DOT IDENTIFICATION 155SR13 G800S Black Sidewalls MJE5JMH349 through 469 165SR13 G800S Black Sidewalls MJE9JMH346 through 479
80T-009 3-18-80	Goodyear 9.50R16.5	2	2,000	9.50R16.5 Wrangler all season black sidewall load range "D" tires. Tires were produced with wrinkled and buckled fabric endings in bead turnup area of tire. This abnormality can cause cracking in that area in later life of tire. This condition could lead to tire failure and sudden air loss which could cause vehicle crash without prior warning. (Correct by inspecting and replacing tire within 60 days from date of notification at no cost to consumer.) DOT IDENTIFICATION MEXL3J0010 MEXL3J0020 MEXL3J0030 MEXL3J0040 MEXL3J0050 MEXL3J0060 MEXL3J0070
Uniroyal Tire Company				
80T-005 2-28-80	Uniroyal P155/80D13 Uniroyal Fastrah	6	44	Uniroyal Fastrah P155/80D13 tires. Tire non-compliance results from running less than prescribed 34 hours without failure, under stepped-up-load on test wheel, in endurance portion of Federal Motor Vehicle Safety Standard No. 109. (Correct by inspecting and replacing tire without cost to consumer within 60 days from date of notification.) DOT IDENTIFICATION AKE4EB1479
80T-006 2-28-80	Uniroyal 9.50–16.5 Fleetmaster Triple Tread	7	222	Fleetmaster Triple Tread 9.50–16.5 tires. Tire non-compliance results from running far less than prescribed 47 hours without failure, under stepped-up-loads on test wheel, in endurance portion of Federal Motor Vehicle Safety Standard No. 119. (Correct by inspecting and replacing tire at no cost to consumer within 60 days from date of notification.) DOT IDENTIFICATION ANXLDP499
80T-008 3-12-80	Uniroyal, Diplomat, Gillette, Peerless, Fisk, Delta, Victorian, K-Mart, Co-op, Sonic, Exxon, Traveller, Big O See write-up for sizes	47	530,000	Tires are susceptible to tread separation. Blisters or bumps in tread or tread edge area, circumferential tearing or splitting near edge of tread indicates tire is undergoing tread separation. (Correct by inspecting and replacing within 60 days from date of notification at no cost to consumer.) DOT IDENTIFICATION Uniroyal Zeta 40 PR6 HR78–15–AJVY–387–447 LR78–15–ANV4–015–525 LR78–15–APV4–055–136

NHTSA Ident. No. / Date of Co. Notification	Component Model or Size Designation	No. of Pages on file	No. of Components Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
Uniroyal Tire Company—*(Continued)*				
	Uniroyal TPC PR6			
	BR78-13-AUFW-145-395			
	BR78-13-AMFW-145-395			
	LR78-15-AJV4-225-396			
	LR78-15-AUV4-016-136			
	Uniroyal Zeta 40 PR5			
	HR78-15-AMVY-445-396			
	HR78-15-APVY-225-525			
	LR78-15-APV4-145-526			
	Diplomat			
	LR78-15-AJ-016-396			
	LR78-15-AP-016-136			
	Gillette			
	HR78-15-AP-145-525			
	LR78-15-AP-145-526			
	Peerless			
	HR78-15-AP-145-215			
	LR78-15-AP-145-525			
	Fisk			
	HR78-15-AP-445-525			
	LR78-15-AP-355-346			
	Delta Radial II			
	LR78-15-AJ-056-396			
	Victorian II			
	LR78-15-AJ-096-176			
	Delta			
	HR78-15-AP-145-525			
	LR78-15-AP-145-176			
	Victorian			
	HR78-15-AP-185-395			
	LR78-15-AP-145-176			
	K-Mart 40			
	LR78-15-AJ-016-396			
	K-Mart SSK			
	HR78-15-AP-145-395			
	LR78-15-AP-145-435			
	CO-OP Mark 74			
	LR78-15-AJ-056-396			
	CO-OP Mark 4			
	HR78-15-AP-315-525			
	LR78-15-AP-225-526			
	Sonic			
	HR78-15-AP-185-345			
	LR78-15-AP-145-305			
	Exxon			
	HR78-15-AP-145-525			
	LR78-15-AP-145-526			
	Traveller			
	HR78-15-AP-185-305			
	LR78-15-AP-185-265			
	Big O			
	HR78-15-AP-355-525			
	LR78-15-AP-355-526			

Status of Domestic Campaigns Completed as of December 31, 1979

Campaign Number	Date Initiated	Percentage Completed at End of Quarter					
		1	2	3	4	5	6
AM General Corporation							
78V-104	05-04-78	73.2	79.8	100.0			
78V-147	06-26-78	03.1	18.5	22.7	78.3	90.8	
79V-118	05-11-79	37.7					
79V-236	12-15-79	00.0					
AM Trailers, Incorporated							
79V-057	04-24-79	40.8	54.4	63.2	67.2		
American Motors Corporation							
78V-229	12-06-78	00.0	33.6	36.9	39.3	41.8	
78V-243	12-07-78	13.5	54.0	54.5	55.6	55.6	
79V-040	05-23-79	00.0	31.7	37.8	38.7		
79V-070	06-12-79	19.9	45.2				
79V-131	05-24-79	00.0	45.5				
79V-194	11-15-79	03.2					
79V-199							
79V-239							
79V-240							
80V-023							
American Clipper Corporation							
79V-119	01-15-79	24.5	27.9	30.2	31.8		
Apollo Motor Homes, Incorporated							
78V-253	01-03-79	25.0	87.5				
Avion Coach Corporation							
78V-134	06-01-78	04.8	39.8	51.8			
Beatrice Food Company—Argosy/Airstream							
78V-085	04-07-78	11.4	18.0	21.7	23.1	23.6	
78V-128	05-26-78	23.2	40.7	43.6	44.2		
78V-219	10-23-78	18.3	26.4	29.8			
Blue Bird Body Company							
77V-238	02-06-79	00.6	02.7	11.3	12.6		
Budd Company, The							
78V-233	12-08-78						
Butler Manufacturing Company							
78V-102	_____						
78V-230	_____						
Beaver Coaches, Incorporated							
79V-139	_____						

Status of Domestic Campaigns Completed as of December 31, 1979

Campaign Number	Date Initiated	Percentage Completed at End of Quarter					
		1	2	3	4	5	6
Carpenter Body Works, Incorporated							
80V-008							
Carrier Corporation							
78V-093	04-21-78	67.1	——				
Champion Home Builders Corporation							
78V-225	01-30-79	00.0	07.0	18.5	20.5	22.0	
78V-251	01-30-79	00.0	04.3	13.8	15.2	16.1	
79V-192	08-23-79	00.0	07.9				
Checker Motors Corporation							
79V-006	03-01-79	08.5	10.8	12.4	12.6		
80V-019							
Chrysler Motors Corporation							
78V-126	08-10-78	00.0	34.1	34.5	42.0	45.8	46.6
78V-136	08-07-78	39.9	58.3	64.5	70.5	70.5	80.0
78V-141	10-11-78	00.0	15.6	35.9	47.9	55.7	60.9
78V-165	07-20-78	100.0					
78V-188	10-18-78	00.0	15.6	35.9	47.9	55.7	60.9
78V-195	08-25-78	100.0					
78V-257	12-15-78	00.0	15.2	36.5	45.2		
78V-266	12-13-78	100.0					
78V-271	02-28-79	00.0	05.9	08.2	16.7		
79V-043	02-09-79	100.0					
79V-047	03-22-79	00.0	20.4	31.9	36.8		
79V-074	03-30-79	22.5	38.9	46.3			
79V-075*	12-15-79	00.0					
79V-104	06-12-79	00.0	29.6	40.2			
79V-105	06-11-79	00.0	28.6	34.5			
79V-149	09-15-79	00.0	38.4				
79V-176	08-06-79	18.2	31.3				
79V-204	09-06-79	15.4	63.9				
79V-231	11-14-79	02.8					
79V-232	11-10-79	13.2					
79V-233	11-10-79	13.0					
79V-260	12-10-79	00.0					
80V-010	———						
80V-027	———						
80V-039	———						
Clenet Coachworks, Incorporated							
79V-135	06-25-79	43.2	100.0				

* Additional vehicle added & restarted recall campaign.

Status of Domestic Campaigns Completed as of December 31, 1979

Campaign Number	Date Initiated	Percentage Completed at End of Quarter					
		1	2	3	4	5	6
Coach and Equipment Sales							
78V-265	03-27-79	97.1					
Coachmen Industries, Incorporated							
78V-163	08-04-78	24.2	___	32.0	32.0	35.5	
79V-122	_____	22.5	28.7				
79V-159	_____	50.0	48.2				
79V-160	_____	17.9	32.7				
Cobra Industries, Incorporated							
78V-021	01-23-78	58.1	___	64.5			
78V-046	03-02-78	29.0	___	35.5			
Coleman Company, Incorporated							
80-001							
Crane Carrier Company							
78V-151	_____						
Crown Coach Corporation							
78V-129	06-28-78			59.1	59.1	76.8	77.3
Dorsey Trailer, Incorporated							
78V-234							
79V-076	05-14-79	11.6	11.6				
Eagle International, Incorporated							
78V-179			88.0				
79V-096							
Executive Industries, Incorporated							
79V-024	02-12-79	18.2					
Fleetwood Enterprises, Incorporated							
78V-126*	_____						
78V-134	06-16-78	04.8	39.8	51.8	44.6	51.8	___
78V-270	12-05-78	15.2	35.7	38.3	38.8		
79V-061	_____	31.2	45.0	48.7			
79V-219	10-13-79	32.4					

* Reported by Chrysler.

Status of Domestic Campaigns Completed as of December 31, 1979

Campaign Number	Date Initiated	Percentage Completed at End of Quarter					
		1	2	3	4	5	6
FMC Corporation							
79V-186	_____	02.2	19.5				
Ford Motor Company							
78V-167	10-06-78	00.0	33.4	50.0	53.7	54.4	54.5
78V-168	09-28-78	00.0	00.0	00.0	100.0		
78V-176	12-13-78	00.0	00.0	05.8	09.6	10.3	11.5*
78V-186	06-30-79	00.0	48.3	74.1	76.8	81.2	60.9*
78V-197	10-03-78	00.0	33.0	49.5	57.3	59.2	55.3*
78V-198	06-30-79	00.0	29.8	61.9	65.2	70.1	69.1*
78V-199	01-08-79	00.0	25.1	57.3	63.5	69.3	66.1*
78V-201	10-05-78	00.0	26.9	41.4	44.6	48.6	44.6*
78V-203	11-17-78	00.0	23.9	50.8	56.7	57.7	57.4*
78V-204	06-30-79	00.0	25.2	50.7	53.6	57.9	59.3
78V-211	06-30-79	00.0	47.2	64.6	67.6	70.8	70.8
78V-212	06-30-79	00.0	26.0	51.9	54.6	60.8	64.5
78V-213	06-30-79	00.0	30.0	52.9	55.9	62.0	65.3
78V-214	11-03-78	15.6	23.7	26.2	26.9	27.2	
78V-223	10-15-78	00.0	29.2	47.8	47.6	51.2	
78V-226	11-01-78	00.0	00.0	28.5	30.9	35.0	
78V-237	11-30-78	18.2	48.2	54.0	55.6	52.5*	
78V-256	11-17-78	00.1	26.2	37.0	38.9	34.4*	
78V-267	12-14-78	00.0	22.8	51.2	55.1	60.4	
78V-269	12-12-78	00.1	48.2	70.0	71.5	63.4*	
79V-012	03-09-79	40.2	57.7	64.0	53.5*		
79V-013	03-20-79	02.7	27.9	27.2	30.7		
79V-022	04-27-79	100.0					
79V-023	03-09-79	08.3	75.0	50.0	33.3*		
79V-035	04-06-79	47.4	46.0	48.5			
79V-038	03-20-79	07.6	41.9	39.0	39.0		
79V-039	_____						
79V-053	03-28-79	00.7	40.3	40.8	49.9		
79V-054	05-11-79	18.7	26.8	45.1			
79V-062	05-11-79	100.0	100.0	94.8*			
79V-066	04-30-79	17.9	23.3	35.7			
79V-077	11-09-79	12.2					
79V-087	03-31-79	00.0	33.1	33.5	40.5		
79V-106	04-20-79	05.3	19.3	28.1			
79V-107	05-03-79	100.0	94.4	77.8*			
79V-116	06-18-79	66.7	87.5	75.0*			
79V-117	06-16-79	13.3	23.6	33.8			
79V-152	06-16-79	00.8	16.5	28.1			
79V-153	11-12-79	14.7					

Status of Domestic Campaigns Completed as of December 31, 1979

Campaign Number	Date Initiated	Percentage Completed at End of Quarter					
		1	2	3	4	5	6
Ford Motor Company—*(Continued)*							
79V-162	12-17-79	00.8					
79V-185	10-09-79	30.0					
79V-200							
79V-201	10-30-79	33.4					
79V-208	11-26-79	20.7					
79V-210							
79V-218	12-03-79	00.0					
79V-237	10-18-79	46.7					
79V-249							
79V-255							
79V-261							
79V-262							
79V-268							
79V-269							
79V-272							
80V-032							
80V-033							
Freightliner Corporation							
78V-086	06-01-78	50.0	66.7	66.7	66.7	100.0	
78V-146	09-11-78	00.0	65.8	79.7	79.7	82.3	86.1
79V-071	07-11-79	00.0	25.8	32.6			
79V-085	05-31-79	17.8	38.9	42.3			
79V-245	01-15-80						
79V-256							
80V-031							
Fruehauf Corporation							
78V-160	09-28-78	00.0	60.8	60.8	60.8	62.7	62.7
78V-227	12-08-78	00.0	00.0	00.5	96.3	96.3	
FWD Corporation							
78V-220	09-15-78	100.0					
79V-174	———	100.0					
General Motors Corporation							
78V-135	06-12-78	06.3	10.4	11.7	12.4	12.8	13.0
78V-138	06-09-78	51.7	63.3	71.7	75.7	79.6	69.0*
78V-139	06-09-78	53.3	66.9	75.3	78.9	81.0	82.3
78V-148	06-26-78	04.8	15.4	32.4	36.5	38.9	41.2
78V-149	06-26-78	63.2	78.9	84.2	84.2	84.2	89.5
78V-162	07-31-78	22.9	42.3	83.1	85.7	83.4	
78V-166	08-10-78	64.3	78.6	78.6	78.6	92.9	
78V-177	08-15-78	33.0	32.6	38.0	42.6	44.7	
78V-180	08-15-78	42.7	54.3	59.9	62.5	63.2	
78V-189	09-18-78	10.9	27.1	30.2	34.6	36.4	

* Processing error discovered by Ford Motor Company.

Status of Domestic Campaigns Completed as of December 31, 1979

Campaign Number	Date Initiated	Percentage Completed at End of Quarter					
		1	2	3	4	5	6
General Motors Corporation—*(Continued)*							
78V-205	10-07-78	25.2	48.7	56.9	65.1	66.3	
78V-206	10-07-78	24.9	44.2	56.1	53.0	88.6	
78V-207	10-07-78	22.5	44.5	59.9	66.6	68.3	
78V-242	02-28-79	00.0	34.1	45.7	50.0		
78V-244	11-22-78	22.0	43.3	55.7	66.7		
78V-245	11-20-78	46.1	69.6	79.1	84.3		
78V-246	———	97.0	97.1				
78V-247	11-27-78	42.4	93.3	96.7	96.7	96.7	
78V-248	04-01-78	00.0	00.0	20.8	34.6	41.6	
78V-252	11-28-78	00.0	49.7	68.3	75.0	78.4	
79V-002	01-15-79	51.6	71.6	75.0	78.4		
79V-003	01-12-79	02.5	02.7	78.5	80.6		
79V-004	02-15-79	10.9	50.8	66.6	68.1		
79V-026	01-16-79	31.8	56.1	68.3	72.6		
79V-056	02-23-79	27.7	46.7	51.1	56.9		
79V-069	04-23-79	67.5	79.5	80.7			
79V-073	03-28-79	88.0	96.0	100.0			
79V-081	05-25-79	00.0	47.0	60.1			
79V-090	04-04-79	92.6	95.1	96.6			
79V-091	———	89.7	94.2	95.8			
79V-092	———	91.7	93.5	98.2			
79V-094	05-16-79	40.9	77.3	86.4			
79V-098	04-13-79	94.9	96.4				
79V-101	04-19-79	70.5	93.2	100.0			
79V-111	05-17-79	13.1	38.2	44.0			
79V-121	06-27-79	47.6	79.4	88.9			
79V-141	06-11-79	48.4	58.2				
79V-142	06-11-79	45.8	54.7				
79V-151	06-18-79	43.4	60.8				
79V-161	07-03-79	11.0	21.2				
79V-175	08-24-79	00.6	32.1				
79V-187	08-30-79	09.4	30.6				
79V-195	08-23-79	02.1	24.9				
79V-196	09-04-79	00.0	43.8				
79V-197	08-31-79	11.0	53.2				
79V-198	09-09-79	43.4					
79V-205	09-11-79	83.7					
79V-214	09-21-79	46.3					
79V-220	10-11-79	41.6					
79V-221	10-08-79	44.8					
79V-229		59.9					
79V-234	10-24-79	40.3					
79V-235	10-25-79	00.0					
79V-247	11-12-79	06.1					
79V-252							
79V-254							
80V-003							
80V-014							
80V-015							
80V-016							
80V-017							
Georgia Trailer and Equipment Corporation							
79V-027							

* Revise count.

Status of Domestic Campaigns Completed as of December 31, 1979

Campaign Number	Date Initiated	Percentage Completed at End of Quarter					
		1	2	3	4	5	6
Georgie Boy Manufacturing, Incorporated							
79V-138	06-04-79	20.9					
79V-163	07-09-79	18.9					
Gillig Corporation							
78V-050	03-13-78	72.8	95.8	100.0			
78V-154	06-22-78	100.0					
79V-088	02-23-79	100.0					
80V-011							
Great Dane Trailers, Incorporated							
78V-190	06-18-78	100.0					
Grumman Allied Industries, Incorporated							
80V-025							
Grumman Flxible Corporation							
78V-081	04-03-78	07.2	13.4	36.8	40.4	35.0	38.6
78V-137	06-02-78	87.4	98.6	99.2	100.0		
79V-044	01-23-79	03.5	05.9	08.2	11.5		
79V-154	06-12-79	39.0	100.0				
79V-182	08-23-79	61.1	98.6				
79V-241	10-16-79	53.2					
79V-243	10-23-79	21.4					
79V-244	12-26-79	64.4					
79V-248	12-22-79	00.0					
79V-250	12-11-79	00.0					
79V-259	12-18-79	04.9					
79V-264	12-18-79	00.0					
79V-267	12-20-79	00.0					
Harley-Davidson Motor Company, Incorporated							
78V-159	08-11-78	10.8	33.9	36.8	38.0	39.2	39.8
79V-005	01-11-79	10.6	31.8	34.1	40.0		
79V-100	05-10-79	29.7	34.1				
79V-114	06-14-79	16.9	23.7				
79V-115	06-28-79	19.8	27.9				
79V-136	07-09-79	78.2	78.2				
79V-167	09-07-79	06.0					
79V-169	08-24-79	22.6					
79V-246							
80V-009							
80V-020							
80V-037							
Heil Company							
79V-072				100.0			
Hendrickson Manufacturing Company							
78V-241	10-16-78	77.4	77.4	77.4	77.4	77.4	
79V-253	01-02-80	00.0					

Status of Domestic Campaigns Completed as of December 31, 1979

Campaign Number	Date Initiated	Percentage Completed at End of Quarter					
		1	2	3	4	5	6
Holiday Rambler Corporation							
78V-173	08-03-78	19.6	27.6	28.2	28.3	28.3	28.3
79V-036	01-23-79	10.6	10.6	10.6	11.7		
International Harvester Company							
78V-145	07-31-78		35.7	41.3	44.6	45.6	46.6
78V-228	11-21-78	01.6	22.1	34.2	38.4	51.0	
78V-260	12-20-78	00.0	24.4	38.7	39.1	70.7	
79V-031	02-23-79	01.4	29.0	35.0	40.3		
79V-050	03-26-79	00.0	29.2	36.0	38.1		
79V-051	03-26-79	00.0	36.6	48.1	50.6		
79V-079	04-02-79	30.1	44.2	46.9			
79V-095	05-11-79	17.9	34.3	39.4			
79V-125	06-06-79	04.3	49.6	59.5			
79V-155	07-18-79	11.8	34.6				
79V-156	07-20-79	12.9	38.4				
79V-211	11-31-79	01.8					
79V-212	10-26-79	00.5					
79V-213	10-23-79	22.4					
79V-227	12-27-79	00.0					
79V-258	12-28-79	00.0					
80V-029							
80V-030							
Iveco Truck of North America							
79V-064	04-19-79	00.0	34.2	44.7			
79V-123	08-16-79	23.8					
Kelsey-Hayes Company, Fabco Division							
79V157	06-14-79	44.4	55.6	74.1			
Leggett and Pratt, Incorporated							
79V-226							
Mack Trucks, Incorporated							
78V-028	08-14-78	00.0	12.1	31.1	59.1	62.9	64.4
78V-029	10-18-78	11.1	15.2	44.7	56.4	77.1	
78V-030	08-23-78	00.0	21.1	30.2	32.5	32.5	42.4
78V-031	08-16-78	22.4	40.9	48.5	52.0	53.8	56.1
78V-032	10-26-78	00.2	04.7	10.9	10.7*	13.7	14.1

* No. of vehicles increased.

Status of Domestic Campaigns Completed as of December 31, 1979

Campaign Number	Date Initiated	Percentage Completed at End of Quarter					
		1	2	3	4	5	6
Mack Trucks, Incorporated—*(Continued)*							
78V-068	09-01-78	00.0	19.3	26.1	30.6	32.0	32.0
78V-169	04-10-79	36.8	60.7	74.4			
78V-170	12-04-78	36.2	44.4	50.6	54.1		
78V-171	08-10-79	20.1	36.0				
78V-172	02-22-79	01.3	11.1	36.8	41.9		
78V-210	11-07-78	31.4	37.4	41.2	45.7		
78V-222	02-07-79	13.4	28.9	41.6	45.6		
79V-014	02-02-79	16.2	98.9	98.9			
79V-017	08-13-79	72.7	77.3				
79V-018	09-05-79	00.0	34.6				
79V-082	08-13-79	16.2	29.5				
79V-130	11-23-79	17.7					
79V-133	11-02-79	25.7					
79V-134	11-10-79	33.7					
79V-137	10-22-79	35.4					
79V-164	_____						
79V-165	11-28-79	05.0					
79V-171	_____						
79V-271	_____						
79V-274	_____						
79V-275	_____						
80V-026							
Midas International Corporation							
80V-007							
Minibus, Incorporated							
79V-170	_____	100.0					
Motor Coach Industries, Incorporated							
77V-186	10-05-77	10.3	21.7	21.7	25.1	35.3	35.6
79V-067	03-15-79	00.0	00.0				
79V-178	10-01-79	12.0					
Olson Bodies, Incorporated							
79V-055	03-01-79	00.1	08.3	14.6	16.4		
79V-191		18.5	57.2				
Oshkosh Truck Corporation							
80V-012							
Overhead Door, Incorporated							
78V-053	_____						
Paccar, Incorporated							
79V-029	11-20-79	00.0	10.3	12.5	21.4		
79V-030	01-09-79	00.0	10.3	13.6	27.1		
79V-059	01-02-79	00.0	26.4	29.2	39.5		
79V-140	05-31-79	00.0	08.3	12.2			
79V-150	03-15-79	01.3	11.6	17.6			

Status of Domestic Campaigns Completed as of December 31, 1979

Campaign Number	Date Initiated	Percentage Completed at End of Quarter					
		1	2	3	4	5	6
Paccar, Incorporated—*(Continued)*							
79V-179	11-06-79	08.6					
79V-189	11-29-79	00.3					
79V-207	_____						
79V-216	11-15-79	16.9					
79V-265	_____						
79V-266	_____						
80V-034							
Pathfinder Equipment Company, Incorporated							
79V-041	_____	24.4	—	—			
Pike Trailer Company							
78V-231	_____	—					
Polar Company							
78V-235	_____	—					
Pullman, Incorporated—Trailmobile							
78V-075	03-27-78	59.2	81.1	95.5			
78V-084	04-10-78	86.7	86.7	100.0			
79V-037	01-10-79	00.0	00.0	00.0			
79V-217	09-11-79	07.0					
Recreational Industries, Incorporated							
79V-103	_____	87.5					
Redwood Reliance Sales Company							
78V-127	05-19-78	06.9			28.8	28.3	
Revcon, Incorporated							
79V-228	_____						
80V-022							
Sellers Manufacturing, Incorporated							
78V-224	10-05-78	41.7	72.2	—	—		
Shasta Industries							
78V-193	09-20-78	07.8	24.5	28.4	34.3	47.1	53.9
80V-006							
Sheller-Globe Corporation							
78V-140	06-09-78	00.0	03.3	03.3	03.3	03.3	03.3
78V-194	08-31-78	19.0	19.0	21.4	21.4	21.4	21.4
78V-255	11-17-78	00.0	00.0	00.0	00.0		
79V-025	01-12-79	00.0	00.0	33.3	33.3		
79V-049	02-14-79	07.7	39.1	66.2	80.1		
79V-083	03-28-79	00.0	00.0	00.6			
79V-113	04-30-79	02.1	33.8	40.9			
80V-004							
80V-018							

Status of Domestic Campaigns Completed as of December 31, 1979

Campaign Number	Date Initiated	Percentage Completed at End of Quarter					
		1	2	3	4	5	6
Skyline Corporation							
78V-158	_____						
Southwest Truck Body Company							
78V-215	09-27-78	00.0	00.0	00.0	00.0	00.0	
Starcraft Company							
79V-109							
Thomas Built Buses, Incorporated							
78V-142	_____						
78V-221	_____	100.0					
79V-068	05-15-79	26.7					
79V-124		100.0					
Transportation Manufacturing Corporation							
78V-008	11-30-77	100.0					
79V-188							
79V-257							
Travel Equipment Corporation							
78V-192	09-12-78	10.0	82.5	82.5	82.5	100.0	
Tuff Boy, Incorporated							
79V-097	_____						
Van-Con, Incorporated							
79V-233							
Vesely Company							
79V-052	02-16-79	05.0	05.0	05.0	05.0		
Walker Stainless Steel Equipment Company							
78V-232	12-08-78	00.0					
Walter Motor Truck Company							
78V-054	_____	00.0	___				
79V-143							
Wayne Corporation							
78V-185	08-23-78	40.2	44.8	44.8	44.8	44.8	

Status of Domestic Campaigns Completed as of December 31, 1979

Campaign Number	Date Initiated	Percentage Completed at End of Quarter					
		1	2	3	4	5	6
White Motor Corporation							
78V-077	———						
78V-131	07-17-78	01.0	20.9	28.7	33.4	35.9	35.9
78V-132	07-21-78	01.9	03.8	05.7	07.5	11.3	11.3
78V-133	———						
78V-152	09-14-78	00.1	12.5	16.2	19.9	23.0	25.9
78V-157	09-11-78	00.0	07.1	08.6	10.0	13.6	13.6
78V-240	01-15-79	00.0	01.8	18.0	35.6	41.5	
79V-007	———	00.1	02.9				
79V-008	———	00.1	06.8				
79V-009	05-24-79	00.0	22.2	22.2			
79V-010	05-10-79	00.0	16.7	26.7			
79V-011	05-10-79	04.9	33.7	40.8			
79V-084	04-09-79	05.7	30.6	35.5			
79V-089	11-02-79	00.0					
79V-110	05-15-79	00.4	23.2	27.4			
79V-147							
79V-148	08-28-79	00.0	09.5				
79V-177							
79V-180							
79V-183							
79V-224							
80V-002							
80V-013							
80V-038							
Winnebago Industries, Incorporated							
78V-155	———	———					
78V-250	11-28-78	08.0	15.5	17.5	20.0	20.8	
79V-126	06-06-79	17.4	33.8	36.3			
79V-209	09-26-79	00.0	22.3				
Zieman Manufacturing Company							
80V-005							
Zimmer Homes Corporation							
78V-191	08-03-78	04.8	06.9	10.9	11.9	12.8	13.0

Status of Foreign Campaigns Completed as of December 31, 1979

Campaign Number	Date Initiated	Percentage Completed at End of Quarter					
		1	2	3	4	5	6
Alfa Romeo, Incorporated							
78V-216	10-13-78	09.3	17.2	35.0	36.8	38.3	
79V-086	03-08-79	82.3	84.3	85.0			
79V-145	06-18-79	16.4	62.3	67.2			
American Garelli East, Limited							
78V-183							
78V-184							
79V-202							
79V-203							
American Honda Motor Company							
78V-239	12-08-79		01.2	03.6	04.4	04.5	
78V-259	12-19-78		29.0	54.8	66.2	70.6	
79V-065	02-04-79	21.5	28.6	38.5			
79V-102	11-30-79	00.0					
79V-112	02-04-79	04.7	17.9	26.5			
79V-273							
Batavus USA, Incorporated							
78V-078							
80V-038							
Bayerische Motoren Werke							
78V-061	01-16-79	18.5	18.5	30.0	18.6	35.6	39.6
78V-074	05-02-78	36.5	36.5	36.5	40.0	40.1	
79V-001	04-05-79	00.0	13.8	13.3	13.4		
Cycle Peugeot U.S.A.							
79V-181	10-10-79	09.9					
Fiat Motor Company, Incorporated							
78V-175	09-01-78	02.7	32.0	45.0	50.3	52.3	53.7
78V-236	12-15-78	25.1	39.3	43.7	44.6		
79V-042	04-15-78	00.0	21.6	46.2	51.6		
79V-060	05-31-79	09.5	37.2	41.3			
79V-078	05-15-79	02.1	13.5	19.1			
79V-093							
79V-144							
79V-251							
Flyer Industries Limited							
79V-080	03-21-79	24.0					

Status of Foreign Campaigns Completed as of December 31, 1979

Campaign Number	Date Initiated	Percentage Completed at End of Quarter					
		1	2	3	4	5	6
Honda of Minela							
78V-218	11-17-78	00.3	00.5	00.8	01.0	01.0	
Iveco Trucks of North America, Incorporated							
79V-064	04-19-79	00.0	___	44.7			
79V-123	08-16-79	23.8					
Jaguar Rover Triumph, Incorporated							
78V-125	10-04-78	00.0	08.0	16.9	18.7	19.3	19.6
78V-164	10-18-78	00.0	06.2	20.9	31.1	34.4	36.4
78V-174	11-23-78		14.2	47.8	58.0	61.3	62.5
78V-196	12-22-78		00.0	36.9	46.2	46.7	
78V-258	02-28-79	00.3	02.1	02.6	02.9		
79V-019	03-29-79	00.0	33.0	41.0	42.8		
79V-020	03-29-79	00.0	09.0	22.8	30.4		
79V-021	03-29-79	00.0	43.7	53.1	54.2		
79V-045	03-29-79	00.0	51.5	64.8	65.4		
79V-128	09-05-79	01.6	34.5				
79V-146							
79V-166							
80V-024							
Kroma, A.G.							
79V-034	02-23-79	91.5	94.9	94.9	95.2		
Lotus Cars of America, Incorporated							
78V-238	_____		60.3	67.1	73.3		
79V-127	05-23-79	55.6	44.4				
Luigi Chinette Motors, Incorporated							
79V-263							
Margirus Duetz A.G., West							
79V-064	04-19-79	00.0	34.2	44.7	55.3		
79V-123	08-16-79	23.8	42.9				
Maserati Automobiles, Incorporated							
79V-184		52.0					
Mercedes-Benz of North America, Incorporated							
78V-202	09-14-78	18.0	28.1	34.0	40.6	45.1	
79V-063	02-26-79	18.6	73.5	86.5	89.0 . .		

Status of Foreign Campaigns Completed as of December 31, 1979

Campaign Number	Date Initiated	Percentage Completed at End of Quarter					
		1	2	3	4	5	6
Motobecane Mopeds							
79V-172	08-17-79	00.2	00.2				
79V-173	08-17-79	00.0	00.0				
Nissan Motor Corporation in U.S.A.							
79V-242							
Norton Triumph Corporation							
79V-108	05-10-79	41.5	51.9	54.0			
Nurenberger Hercules-Werke, GMBH							
79V-046	04-12-78	00.0					
Peugeot, Incorporated							
78V-178	08-14-78	35.2	65.8	75.4	79.3	80.2	
Renault U.S.A.							
78V-187	_____	00.0	00.0				
78V-262	_____						
78V-263	_____						
Rolls Royce, Limited							
79V-058	03-01-79	25.9	37.3	43.0	50.3		
Saab-Scania of America, Incorporated							
78V-130	07-13-78	23.5	33.9	39.7	41.0	41.9	
78V-156	10-13-78	00.0	04.7	07.8	08.8	09.3	
78V-208	11-08-78	26.9	53.9	57.3	59.8		
79V-099	05-04-79	33.4	49.6				
79V-206							
79V-230							
Steyr/Daimler/Puch, A.G.							
79V-033	02-23-79	15.6	20.8	30.9			
79V-168		10.7	20.1				
Subaru of America, Incorporated							
78V-181	11-17-78	17.9	37.7	44.6	47.6	48.4	
79V-016	04-30-78	39.5	44.3	45.9			
79V-032	04-23-78	30.0	42.1	44.3			
Toyo Kogyo Company, Limited							
78V-268	02-12-79	07.5	16.9	19.6	22.8		

Status of Foreign Campaigns Completed as of December 31, 1979

Campaign Number	Date Initiated	Percentage Completed at End of Quarter					
		1	2	3	4	5	6
Toyota Motor Company, Limited							
78V-200	09-02-78	29.8	44.4	60.7	64.2	65.2	
78V-249	01-25-79	15.9	31.4	35.2	36.2		
80V-028							
Trans America Roosevelt Industries, Incorporated							
78V-041	02-03-78	03.3	10.7	—	—	—	
United Trade Representatives							
79V-190							
U.S. Suzuki Motor Corporation							
78V-087	04-10-78	30.0	38.4	30.0	53.1		
79V-225	10-10-79	46.8					
79V-238	10-23-79	38.3					
Vespa of America Corporation							
78V-055	01-25-76	00.2	—				
Volkswagen of America, Incorporated							
78V-113	11-09-77	17.8	17.8	24.3	24.4	24.4	—
78V-118	06-14-78	05.7	84.9	100.0			
78V-119	06-20-78	26.8	41.0	48.1	54.1	57.5	
78V-120	———						
78V-121	———						
78V-122	———						
78V-123	———						
78V-124	———						
78V-182	———						
78V-217	12-08-78	27.1	28.3	28.8			
78V-261	12-14-78	46.2	46.2	46.2	53.8		
78V-264	01-02-79	27.9	34.1	43.9	45.5		
79V-015	01-15-79	100.0					
79V-120	08-20-79	01.7	24.1				
79V-129	06-12-79	57.9	78.9	78.9			
79V-158		25.6	44.4				
79V-222							
79V-270							
80V-035							
Volvo of America Corporation							
78V-209	10-18-78	30.1	36.7	51.2	52.9	54.6	
78V-254	11-27-78		47.8	61.8	63.2	63.9	
79V-028	03-26-79	28.6	42.6	42.6			
79V-048	03-26-79	26.8	40.2	44.4			
79V-132							
79V-193							
80V-021							

Status of Equipment Campaigns Completed as of December 31, 1979

Campaign Number	Date Initiated	Percentage Completed at End of Quarter					
		1	2	3	4	5	6
Century Wrecker Corporation							
79E-015	06-29-79	96.1	97.3				
Coleman Company, Incorporated							
79E-014	02-02-79	98.9	98.9	98.9			
Detroit Diesel Allison Division, General Motors Corporation							
80E-006							
Eaton Corporation							
79E-005	04-17-79	02.9	03.7	11.5			
Firestone Steel Products, Incorporated							
79E-022	11-01-79	48.0					
Howa Sangyo Company, Limited							
79E-024							
Hurst Performance, Incorporated							
79E-020	10-08-79	14.0					
Hutchens Industries, Incorporated							
79E-019	09-17-79	00.0	98.8				
Kelsey-Hayes Company							
79E-009	06-28-79	___	37.6				
Konalrod Products							
80E-001							
La Salle-Deitch Company, Incorporated							
79E-013	06-25-79	___	49.6				
Leggett and Platt, Incorporated							
80E-002							
Maremont Corporation							
80E-003							
Microdot Products							
80E-004							
Midland International Company							
79E-010	05-16-79	08.4	08.7	11.5			
R. H. Sheppard Company, Incorporated							
79E-012	12-10-79	21.9					

Status of Equipment Campaigns Completed as of December 31, 1979

Campaign Number	Date Initiated	Percentage Completed at End of Quarter					
		1	2	3	4	5	6
Racor Industries, Incorporated							
79E-006		___					
Rockwell International							
79E-016	07-26-79	08.4	11.4				
Sheller-Globe Corporation							
79E-021	09-27-79	36.8	39.1				
Sumco Manufacturing Company, Incorporated							
79E-017	07-09-79	20.5	23.0				
Transportation Parts Company							
79E-008	_____	17.3	___				
Unarco Industries, Incorporated							
80E-005							
Vetter Fairing Company							
79E-011	05-30-79	___					
79E-018		___					
Wagner Electric Corporation							
79E-023	10-24-79	12.5					
Zemco, Incorporated							
79E-007		100.0					

Status of Tire Campaigns Completed as of December 31, 1979

Campaign Number	Date Initiated	Percentage Completed at End of Quarter					
		1	2	3	4	5	6
Armstrong Rubber Company							
79T-035	11-28-79	28.6					
B. F. Goodrich Tire and Rubber Company							
79T-026	_____	03.5					
79T-027	_____	08.1					
79T-028	_____						
79T-041	_____						
Cooper Tire and Rubber Company							
79T-033	09-14-79		11.4				
79T-033-1	09-14-79		07.9				
79T-040	12-14-79	00.0					
80T-004							
Firestone Tire and Rubber Company							
79T-016	04-19-79	36.6	58.6	63.8			
79T-017	04-19-79	00.8	07.6	08.8			
79T-018	04-02-79	100.0					
79T-019	04-19-79	00.0	00.4	22.0			
79T-020	04-19-79	34.4	36.0				
79T-023	06-25-79	11.6	14.7				
79T-024	06-25-79	23.3	27.3				
79T-025	07-05-79	54.6	54.6				
79T-031	11-28-79	00.0	00.0				
79T-032	09-27-79	03.5	07.3				
79T-037	12-12-79	77.8					
79T-038	11-23-79	01.4					
79T-042	_____						
General Tire and Rubber Company							
79T-021	06-20-79	06.4	35.4				
79T-036	10-26-79	12.2					
80T-002							
80T-003							
80T-007							
Goodyear Tire and Rubber Company							
80T-001							
80T-009							
Kelly Springfield Tire Company							
79T-030	08-03-79	20.4	20.4				
McCreary Tire and Rubber Company							
79T-034	10-01-79	14.7					

Status of Tire Campaigns Completed as of December 31, 1979

Campaign Number	Date Initiated	Percentage Completed at End of Quarter					
		1	2	3	4	5	6
Mohawk Rubber Company							
79T-029	05-04-79	14.3	14.7	14.9			
Uniroyal Tire Company							
79T-022	05-30-79	00.0	00.0				
80T-005							
80T-006							
80T-008							
Universal Cooperative, Incorporated							
79T-039	09-12-79	94.2					

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION
Washington, D.C. 20590

Official Business

PENALTY FOR PRIVATE USE, $300

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July 1, 1980 to September 30, 1980

DOT-HS-805-618

Safety Related Recall Campaigns for Motor Vehicles and Motor Vehicle Equipment, Including Tires

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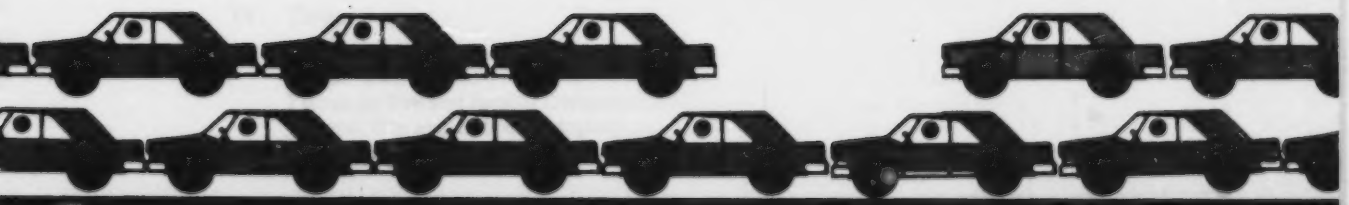

Reported to the National Highway Traffic Safety Administration
By Domestic and Foreign Vehicle Manufacturers

U.S. Department of Transportation • National Highway Traffic Safety Administration

Safety Related Recall Campaigns for Motor Vehicles and Motor Vehicle Equipment, Including Tires

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FMC Corporation	1
Ford Motor Company	1
Freightliner Corporation	1
General Motors Corporation	1
Grumman Flxible Corporation	1
Harley-Davidson Motor Company, Incorporated	1
Holiday Rambler Corporation	1
International Harvester Company	1
Oshkosh Truck Corporation	1
Sheller-Globe Corporation	1
Thomas Built Buses, Incorporated	1
Transportation Manufacturing Corporation	1
White Motor Corporation	1
Zieman Manufacturing Company, Incorporated	1

II. Foreign

Cycles Peugeot U.S.A., Incorporated	1
Fiat Motors of North America, Incorporated	1
Jaguar Rover Triumph, Incorporated	1
Mercedes-Benz of North America, Incorporated	1
Motobecane America, Limited	1
Nissan Motor Corporation, U.S.A.	1
Peugeot Motors of America, Incorporated	1
Renault, U.S.A.	1
Saab-Scania of America, Incorporated	1
Volvo of America Corporation	1

III. Equipment

Applied Power, Incorporated	1
Bendix Corporation	1
Borg-Warner Corporation	1
Dana Corporation	1
Indiana Mills and Manufacturing, Incorporated	1
LaSalle-Deitch Company, Incorporated	1
Thermo King Corporation	1
Vetter Corporation	1

IV. Tires

B.F. Goodrich Company	1
Cooper Tire Company	1
Firestone Tire and Rubber Company	1
General Tire and Rubber Company	1

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INTRODUCTION

Section 151 of the National Traffic and Motor Vehicle Safety Act of 1966, as amended, requires that if a manufacturer—

> "(1) obtains knowledge that any motor vehicle or item of replacement equipment manufactured by him contains a defect and determines in good faith that such defect relates to motor vehicle safety; or
>
> . "(2) determines in good faith that such vehicle or item of replacement equipment does not comply with an applicable Federal motor vehicle safety standard prescribed pursuant to section 103 of this Act;
>
> he shall furnish notification to the Secretary and to owners, purchasers, and dealers, in accordance with section 153, and he shall remedy the defect or failure to comply in accordance with section 154."

The required notification is to be by first class mail to the first purchaser and by certified mail or more expeditious means to the dealer or dealers of the manufacturers.

The manufacturer is further required to furnish the Secretary of Transportation a true or representative copy of all notices, bulletins, and other communications to dealers or purchasers regarding defects in motor vehicles or motor vehicle equipment.

The National Highway Traffic Safety Administration has received numerous requests for information on defects in motor vehicles. In answer to these requests, the Administration publishes quarterly summary reports on defect campaigns conducted by domestic and foreign manufacturers. These summary reports are available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402, at a price established by the Superintendent of Documents. Annual cumulative editions of the reports will be published at the beginning of each calendar year.

Since manufacturers are not required to report to the Administration specific serial numbers of vehicles involved in recall campaigns, any information concerning defects on specific serial-numbered vehicles must be obtained from the dealer or manufacturer.

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SUMMARY TABULATIONS
MOTOR VEHICLE SAFETY DEFECT RECALL CAMPAIGNS

July 1, 1980—September 30, 1980

Manufacturers Reporting	*Number of Recall Campaigns*	*Number of Vehicles*
I. DOMESTIC		
AM General Corporation	1	844
Coach and Equipment Sales Corporation	2	178
Coachmen Industries, Incorporated	1	190
Dempster Dumpster System	1	40
FMC Corporation	1	33
Ford Motor Company	8	302,895
Freightliner Corporation	1	31,002
General Motors Corporation	3	91,490
Grumman Flxible Corporation	2	2,415
Harley-Davidson Motor Company, Incorporated	3	15,166
Holiday Rambler Corporation	1	291
International Harvester Company	1	44,900
Oshkosh Truck Corporation	1	44
Sheller-Globe Corporation	1	336
Thomas Built Buses, Incorporated	2	114
Transportation Manufacturing Corporation	1	320
White Motor Corporation	1	100
Zieman Manufacturing Company, Incorporated	1	80
TOTALS	32	490,438
II. FOREIGN		
Cycles Peugeot U.S.A., Incorporated	1	9,541
Fiat Motors of North America, Incorporated	1	4,328
Jaguar Rover Triumph, Incorporated	1	1,300
Mercedes-Benz of North America, Incorporated	1	99
Motobecane America, Limited	1	32,000
Nissan Motor Corporation, U.S.A.	1	39,382
Peugeot Motors of America, Incorporated	1	10,000
Renault, U.S.A.	3	11,075
Saab-Scania of America, Incorporated	1	15,213
Volvo of America Corporation	1	382
TOTALS	12	123,320
III. EQUIPMENT		
Applied Power, Incorporated	1	35,000
Bendix Corporation	1	1,579
Borg-Warner Corporation	1	14,442
Dana Corporation	2	71,969
Indiana Mills and Manufacturing, Incorporated	1	2,636
LaSalle-Deitch Company, Incorporated	1	40
Thermo King Corporation	1	28,000
Vetter Corporation	1	614
TOTALS	9	154,280
IV. TIRES		
B.F. Goodrich Company	1	3,550
Cooper Tire Company	3	602
Firestone Tire and Rubber Company	1	1,970,000
General Tire and Rubber Company	2	558
TOTALS	7	1,974,710

ORDERING DATA

If only one particular detailed report of a recall is required, it can be obtained by contacting the Chief, Technical Reference Service, Technical Services Division (Code NAD–44), National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590.

DOMESTIC SAFETY DEFECT RECALL CAMPAIGNS

NHTSA Ident. No. / Date of Co. Notification	Make and Model	Model Year	No. of Pages on file	No. of Vehicles Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
AM General Corporation					
80V-114 8-21-80	AM General M916	1978 1979 1980	6	844	MFG. Campaign No. NR. System-Fifth wheel/w eldment DOM-May 12, 1978—April 3, 1980. Tractors. Possibility of inadequate weldments on spacer assemblies to which fifth wheel assembly is attached. This condition could allow trailer to partially or completely detach from tractor, possibly causing loss of control of vehicle. (Correct by inspecting and making necessary repairs as required.)
Coach and Equipment Sales Corporation					
80V-086 6-19-80	Coach and Equipment Fortivan	1976 1977 1978	5	24	MFG. Campaign No. NR. System-Rear emergency door lock/ Federal Motor Vehicle Safety Standard 217. DOM—October 26, 1976—November 1, 1978. School buses. Possibility that certain vehicles may have gone through production without inactivation of key lock in rear door. This would allow the engine to be started with ignition switch when rear emergency door was locked. (Correct by inspecting and installing sheet metal screw in rear emergency door locking mechanism.)
80V-090 7-10-80	Coach and Equipment Fortivan	1977 1978 1979	1	154	MFG. Campaign No. NR. System-Emergency door release mechanism/Federal Motor Vehicle Safety Standard 217. DOM—January 1977—March 1979. School buses. Possibility that on certain vehicles the audible signal may not operate when emergency door release mechanism is not in closed position and ignition is in the "on" position. (Correct by inspecting and installing modified latch mechanism which will allow activation of alarm to be independent of door position.)
Coachmen Industries, Incorporated					
80V-117 9-12-80	Coachmen Caper XL 2000	1980	14	190	MFG. Campaign No. C-6 System—Structure/frame. DOM-March 11—July 24, 1980. Travel trailers. Possibility that on certain vehicles mounting plates, to which axles are attached, may become detached resulting in canting of tire and wheel and under extreme conditions wheel could separate from hub, creating potential traffic hazard. This can occur without prior warning. Also, there is possibility of cracking of "A" frame due to use of frame steel which did not meet Coachmen specifications and by improper tie-down procedures during delivery to dealer. If "A" frame cracks, it could—without prior warning—drop to ground, creating potential traffic hazard. (Correct by inspecting and welding additional supports to frame and mounting plates and to "A" frame, and replacing washers and pipe spacers with rectangular load-bearing spacers.
Dempster Dumpster Systems					
80V-111 8-26-80	Dempster Command Kit	1979 1980	4	40	MFG. Campaign No. NR. System-Parking brake/protective fuses. DOM—April 1979—August 1980. Possibility that original control circuit of Command Kit is designed such that electrical signal is required to apply parking brake when Command System is turned on. Disruption of this electrical signal will cause parking brake to release. This signal will be unintentionally disrupted by blowing of either of two protective fuses, turning off vehicle ignition switch, or failure of certain of the electrical components. The result will be release of parking brake, possibly while operator is away from vehicle. (Correct by inspecting and redesigning electrical circuits to preclude blowing protective fuses.)

DOMESTIC SAFETY DEFECT RECALL CAMPAIGNS

NHTSA Ident. No. / Date of Co. Notification	Make and Model	Model Year	No. of Pages on file	No. of Vehicles Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
FMC Corporation					
80V-099 7-15-80	FMC Elderly and Handicapped Transit Buses	1974 1975 1976	6	33	MFG. Campaign No. NR. System-Elevator system for Elderly and Handicapped. DOM—NR. Buses. Possibility that on certain vehicles the four (4) chain attaching points which attach elevator platform to coach frame are subject to premature fatigue failure in one or more of these attaching links if not properly adjusted and maintained. If such failure occurs, platform would sag severely at front or rear section and could fall to the ground, possibly causing injury to passenger. (Correct by inspecting and installing a new attaching system with higher strength material which minimizes these overloads and torsional stresses.)
Ford Motor Company					
80V-088 7-8-80	Ford E-100, 150, 250	1980	2	4	MFG. Campaign No. 395. System-Exhaust system heat shields. DOM—Fedruary 8, 1980. Vans. Possibility that certain vehicles were shipped without specified exhaust system heat shields. If such a vehicle is allowed to idle for extended period (particularly with fouled spark plug or engine malfunction condition which increases exhaust temperature), the absence of these heat shields could result in higher than intended floor pan temperatures. These temperatures could potentially cause personal injury. (Correct by inspecting and installing frame-mounted heat shields.)
80V-089 7-8-80	Ford F-700	1980	2	159	MFG. Campaign No. 394. System-Front brake hose. DOM—Fedruary 29—March 23, 1980. Trucks. Possibility that certain vehicles may have been produced with two fuel line brackets improperly installed such that fuel line is routed in a location where it could come in contact with LH front brake jounce hose. If contact should take place, fuel line which has a metal outer shield could cause brake hose to chafe and, in time, wear sufficiently to cause loss of brake fluid and vehicle braking capability. (Correct by inspecting and repositioning fuel line brackets, rerouting fuel line, and replacing LH brake jounce hose if chafing has occurred.)
80V-100 7-22-80	Ford F-350	1980	1	9	MFG. Campaign No. 396. System-Outside rearview mirrors/Federal Motor Vehicle Safety Standard 111. DOM—April 14—June 17, 1980. Trucks. Possibility that certain vehicles were improperly equipped with outside rearview mirrors with reflective surface of twenty (20) square inches instead of at least fifty (50) square inches as required by Federal Motor Vehicle Safety Standard 111. (Correct by installing rearview mirror that meets the 50 square inch requirement of Federal Motor Vehicle Safety Standard No. 111.)
80V-102 7-30-80	Ford F-350 Chassis Cabs	1980	2	823	MFG. Campaign No. 397. System-Fuel tank shields/Federal Motor Vehicle Safety Standard 301. DOM—February 28—May 20, 1980. Trucks. Possibility that certain 137 and 161 inch wheelbase vehicles were manufactured with fuel tank shield inadvertently omitted. These vehicles were intended to have been equipped with fuel tank shields to provide an added margin of performance relative to fuel spillage requirements of Federal Motor Vehicle Safety Standard No. 301. (Correct by inspecting and installing shields.)
80V-103 7-30-80	Ford F-100, F-150, F-250, F-350	1980	2	24,400	MFG. Campaign No. 398. System-Fuel tank shield/Federal Motor Vehicle Safety Standard 301. DOM—July 30, 1979—July 24, 1980. Light Trucks. Possibility that certain 4 x 2 133 inch wheelbase vehicles equipped with 2-piece driveshaft may not meet fuel spillage requirements of Federal Motor Vehicle Safety Standard 301 in a 30 mile per hour, 30° left front angular fixed barrier impact. (Correct by inspecting and installing protective fuel tank shield.)

DOMESTIC SAFETY DEFECT RECALL CAMPAIGNS

NHTSA Ident. No. / Date of Co. Notification	Make and Model	Model Year	No. of Pages on file	No. of Vehicles Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
Ford Motor Company—*Continued*					
80V-104 8-5-80	Ford Mercury 400 CID engines and air conditioning	1974	2	253,500	MFG. Campaign No. 400. System-Flexible blade fan. DOM—August 1973—August 1974. Possibility that certain vehicles equipped with flexible 5-blade engine cooling fans may be subject to high blade stresses which can result in fatigue cracking of blades. Fragments eventually may separate without prior warning while engine is operating. Such fragments propelled from rotating fan create a risk of damage to underhood components and, if hood is open, may also pose hazard of personal injury to individuals in the vicinity of vehicle. (Correct by inspecting and replacing engine cooling fan with one of a different 5-bladed design.)
80V-120 9-16-80	Ford Econoline and Club Wagon E-100/150 series	1980	3	10,000	MFG. Campaign No. 402. System-Front brake hoses. DOM—May 21—August 6, 1980. Trucks. Possibility that certain vehicles are equipped with improperly manufactured brake hose assemblies resulting in contact with adjacent front tire during full turn. Such contact may cause chafing and wear of brake hose which could result in leakage of brake fluid and eventual loss of front wheel braking capability. This would increase stopped distances. (Correct by inspecting and replacing discrepant front brake hoses.)
80V-121 9-18-80	Ford LTD Mercury Marquis Lincoln Mark VI	1981	1	14,000	MFG. Campaign No. 403. System-Neutral start switch. DOM—August 4-30, 1980. Possibility that on certain vehicles a "start-in-reverse" condition may exist due to neutral start switch. (Correct by inspecting and replacing any malfunctioning neutral start switches with stock from non-suspect supplier.)
Freightliner Corporation					
80V-095 7-16-80	Freightliner White-Freightliner Conventional Cab Over Engine	1976 1977 1978 1979	4	31,002	MFG. Campaign No. FL-0069. System-Steering/shaft and column yoke. DOM—January 1976—January 1979. Trucks. Possibility that on certain vehicles there is a defect related to the connection between steering control shaft to input shaft on steering gear box. The yoke on shaft may become loose on vehicles in use which can allow splined surfaces on yoke and shaft to wear. Continued use in loose condition can result in wear and eventual rotational slippage of the joint. (Correct by inspecting and replacing standard production bolt, nut, and making other adjustments.)
General Motors Corporation					
80V-108 8-14-80	Chevrolet Camaro Pontiac Firebird	1980	7	85,325	MFG. Campaign No. 80022. System-Lower control arm/steering knuckle. DOM—August 1979—February 27, 1980. Possibility that on certain vehicles the lower control arm ball joint to steering knuckle attaching nut (torque prevailing design) may not have been torqued to specifications. This could cause the nut to back off, resulting in separation of joint. Such separation while vehicle is in motion may affect vehicle directional control with possibility of vehicle crash without prior warning. (Correct by inspecting, performing a torque check of the attaching nut and tightening, if necessary; also replacing affected components if damage has occurred.)

DOMESTIC SAFETY DEFECT RECALL CAMPAIGNS

NHTSA Ident. No. / Date of Co. Notification	Make and Model	Model Year	No. of Pages on file	No. of Vehicles Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
General Motors Corporation—*Continued*					
80V-116 9-9-80	GMC C7D042 7000 Series	1980	7	1,550	MFG. Campaign No. 80-C-05. System- Battery cable. DOM—January—July 28, 1980. Trucks. Possibility that on certain vehicles the positive battery cable is misrouted which could result in cable damage due to rubbing on right front metal brake tube. The wire in cable may then contact and damage brake tube resulting in brake fluid leak and loss of braking capacity. This could cause a vehicle crash without prior warning. (Correct by inspecting and replacing or rerouting positive battery cable, as required.)
80V-125 9-22-80	Chevrolet Impala, Caprice Buick Electra Le Sabre	1981	9	4,615	MFG. Campaign No. 81C01. System-Brakes/pedal support bracket. DOM—August 14–19, 1980. Possibility that certain vehicles equipped with gasoline engines may have been assembled with a brake pedal support bracket designed for use in diesel engine equipped vehicles. The incorrect bracket can cause service brakes to remain in a partially applied position, resulting in brake overheating and reduce brake effectiveness. If condition occurs when a quick stop is required, a vehicle crash without prior warning could occur. (Correct by inspecting and replacing brake pedal support bracket, if necessary.)
Grumman Flxible Corporation					
80V-105 7-31-80	Grumman Flxible Advance Design Transit Coaches	1978 1979 1980	3	1,727	MFG. Campaign No. NR. System-Battery power cable support clamps. DOM—June 1978—June 1980. Buses. Possibility that on certain vehicles the power cable support clamps could cause abrasion and chafing of power cables. When these cables are exposed and grounded, they are conducive to excessive heat and potential fire. (Correct by inspecting and replacing clamps with improved insulating inserts, adding additional insulating covers to power feed wires and sizing down clamps for holding power feed wires stationary.)
80V-106 7-30-80	Grumman Flxible Advance Design Transit Coaches	1979 1980	3	688	MFG. Campaign. No. NR. System-Driver's barrier glazing/Federal Motor Vehicle Safety Standard 205. DOM—October 1979—July 1980. Buses. Possibility that on certain vehicles the driver's barrier glazing, located immediately to rear of driver's seat, has not been marked as required by Federal Motor Vehicle Safety Standard 205, Glazing Materials. (Correct by inspecting and affixing decals containing required data.)
Harley-Davidson Motor Company, Incorporated					
80V-084 6-24-80	Harley-Davidson FXWG 1340 cc	1980	3	6,214	MFG. Campaign No. 050. System-Rear brake control mounting bolts. DOM—September 5, 1979—June 6, 1980. Motorcycle. Possibility that on certain vehicles there may be disengagement of rear brake control from vehicle under conditions of stress due primarily to length of mounting bolts. (Correct by inspecting and replacing rear brake control mounting bolts.)
80V-085 6-30-80	Harley-Davidson FLT 1340 cc	1980	3	4,690	MFG. Campaign No. 051. System-Rear wheel sprocket mounting bolts. DOM—June 1979—June 1980. Motorcycles. Possibility that on certain vehicles there may be a gradual loosening of rear sprocket bolt(s) and decreasing clamping force to adequately secure rear wheel sprocket to wheel. This could cause rear brake caliper pistons to retract resulting in a "spongy" feel in brake. Should bolt(s) disengage far enough, they may interfere with spacer plate and cause rear wheel to lock up at very low speeds. (Correct by inspecting and replacing the (5) rear wheel sprocket bolts.)

DOMESTIC SAFETY DEFECT RECALL CAMPAIGNS

NHTSA Ident. No. / Date of Co. Notification	Make and Model	Model Year	No. of Pages on file	No. of Vehicles Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
Harley-Davidson Motor Company—*Continued*					
80V-126 9-19-80	Harley-Davidson FLT 1340 cc	1980	3	4,262	MFG. Campaign No. 052. System-Wheels/bearings and seals. DOM—October 1979—July 1980. Motorcycles. Possibility that on certain vehicles there was inadequate initial bearing lubrication and sealing. Depending upon the degree of insufficient bearing lubrication, riding modes and other factors, this could result in failure of front and/or rear wheel bearings. Such failure could ultimately result in lock-up of wheel. It would be preceded by an audible squeal and/or chattering of subject bearing. (Correct by inspecting and repairing or replacing bearings and seals, as necessary.)
Holiday Rambler Corporation					
80V-094 7-15-80	Holiday Rambler Monitor Holiday Ramblette Holiday Rambler	1980	7	291	MFG. Campaign No. NR. System-Frame/undercarriage. DOM—July 14, 1979—May 1, 1980. Fifth Wheel Travel Trailers. Possibility that on certain 32, 34, 36 and 40 ft. vehicles there may be a bending of the frame near points at which undercarriage is attached to vehicle. If this bending occurs, additional damage can be done to interior and exterior structures of vehicle. (Correct by inspecting and installing additional plates where undercarriage is attached and to tie assembly together. Also, reposition shock absorbers and add two more.)
International Harvester Company					
80V-109 8-13-80	International Harvester Scout Terra Traveler Scout II SS II	1979 1980	5	44,900	MFG. Campaign No. 80504. System-Windshield mounting/Federal Motor Vehicle Safety Standard 212. DOM—September 1978—October 1979. Trucks. Possibility that certain vehicles may not be in compliance with Federal Motor Vehicle Safety Standard 212, Windshield Mounting, as a result of improper seal cleaning or misapplication of adhesive. (Correct by inspecting and removing windshield seal lock strip. Clean, prime and add adhesive to seal and reinstall windshield lock strip.)
Oshkosh Truck Corporation					
80V-101 7-31-80	Oshkosh V-713 Chassis	1979 1980	2	44	MFG. Campaign No. NR. System-Parking brake. DOM—March 1979—July 29, 1980. Trucks. Possibility that on certain vehicles the parking brake linkage may not exert sufficient force to hold vehicle on a grade. This can result in property damage and/or personal injury if vehicle is left unattended on a grade. (Correct by inspecting and installing new brake linkage.)
Sheller-Globe Corporation					
80V-093 7-17-80	Superior Conventional	1977 1978 1979	3	336	MFG. Campaign No. NR. System-Outside rear view mirror/Federal Motor Vehicle Safety Standard 111. DOM—February 26, 1977—December 31, 1979. School buses. Possibility that on certain vehicles an outside cross-view mirror was not installed at time of manufacture. This is not in compliance with Federal Motor Vehicle Safety Standard 111. (Correct by inspecting and adding mirror.)

DOMESTIC SAFETY DEFECT RECALL CAMPAIGNS

NHTSA Ident. No. / Date of Co. Notification	Make and Model	Model Year	No. of Pages on file	No. of Vehicles Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
Thomas Built Buses, Incorporated					
80V-122 9-19-80	Thomas Minotour	1980	2	57	MFG. Campaign No. NR. System-Seating/Federal Motor Vehicle Safety Standard No. 222. DOM—June-August 1980. School buses. Possibility that certain vehicles may contain seats improperly fastened to floor and/or seat rail of vehicle, resulting in failure to meet requirements of Federal Motor Vehicle Safety Standard No. 222. (Correct by inspecting and properly securing seats to meet requirements of Federal Motor Vehicle Safety Standard No. 222.)
80V-124 9-19-80	Thomas Minotour	1980	2	57	MFG. Campaign No. NR. System-Emergency exit lettering/Federal Motor Vehicle Safety Standard 217. DOM—June-August 1980. School buses. Possibility that on certain vehicles labels identifying the emergency exit were found to have been less than the two (2) inch height prescribed by Federal Motor Vehicle Safety Standard 217. (Correct by inspecting and changing lettering height to comply with Federal Motor Vehicle Safety Standard 217.)
Transportation Manufacturing Corporation					
80V-113 8-25-80	TMC T-30	1979 1980	2	320	MFG. Campaign No. NR. System-Certification/labeling-Federal Motor Vehicle Safety Standard 217. DOM—March 1979—August 1980. Vehicles fail to comply with Federal Motor Vehicle Safety Standard No. 217 by not properly displaying necessary instructions and locations for emergency exits of vehicles. (Correct by installing decals in proper locations and with correct instruction.)
White Motor Corporation					
80V-115 9-4-80	White RB2, RC2, WSHL	1978 1979	1	100	MFG. Campaign No. NR. System-Brake/Federal Motor Vehicle Safety Standard 121. DOM—July 13, 1978—October 19, 1979. Trucks. Possibility that certain vehicles do not have a minimum air reservoir volume of 12 times the volume of the brake chambers as required by Federal Motor Vehicle Safety Standard 121, Air Brake Systems. (Correct by inspecting and increasing air volume available to brake chambers.)
Zieman Manufacturing Company, Incorporated					
80V-098 7-18-80	Zieman Equipment hauling trailers	1978 1979 1980	4	80	MFG. Campaign No. NR. System-Wheels. DOM—October 1978—July 1980. Trailers. Possibility that on certain vehicles wheels may fail either by bending of the spider or by circumferential fatigue cracking of the hot section of the spider. (Correct by inspecting and replacing wheels on affected units.)

FOREIGN SAFETY DEFECT RECALL CAMPAIGNS

NHTSA Ident. No. / Date of Co. Notification	Make and Model	Model Year	No. of Pages on file	No. of Vehicles Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
Cycles Peugeot, U.S.A., Incorporated					
80V-096 7-23-80	Peugeot 103-U3	1977 1978 1979	13	9,541	MFG. Campaign No. NR. System-Noncompliance Federal Motor Vehicle Safety Standard 108 & 122. DOM—September 1, 1977—April 24, 1979. Mopeds. Possibility that certain vehicles are not in compliance with Federal Motor Vehicle Safety Standard Nos. 108 & 122 in that they may be capable of maximum speeds in excess of 30 m.p.h. (Correct by inspecting and modifying maximum speed by replacing inner discs in the silencer of exhaust system.)
Fiat Motors of North America, Incorporated					
80V-091 7-7-80	Fiat X1/9	1980	3	4,328	MFG. Campaign No. NR. System-Outside rear view mirror/Federal Motor Vehicle Safety Standard 111. DOM—NR. Possibility that on certain vehicles outside rear view mirror on driver's side may lack proper magnification in that objects viewed in this mirror may appear farther away than they would appear if viewed at their actual distance. This condition is not in compliance with Federal Motor Vehicle Safety Standard 111. (Correct by inspecting and replacing mirrors.)
Jaguar Rover Triumph, Incorporated					
80V-107 8-11-80	Rover 3500, 1980, 5100, 5101	1980	3	1,300	MFG. Campaign No. B370. System-Brake master cylinder. DOM—June 1979—August 1980. Possibility that on certain vehicles there may be a progressive increase in brake master cylinder secondary piston travel. This would cause a decrease in efficiency of rear brakes only. (Correct by inspecting and installing new master cylinders incorporating a modified secondary piston spring.)
Mercedes-Benz of North America, Incorporated					
80V-092 6-26-80	Mercedes-Benz L 1013	1980	7	99	MFG. Campaign No. 80-0613. System-Wheels/rim flap. DOM—July 1979—March 1980. Trucks. Possibility that on certain vehicles an incorrect rim flap has been installed which allows inner tube to protrude through rim valve opening causing a chafing and can result in a possible sudden air loss. (Correct by inspecting and replacing rim flap with proper rim flap.)
Motobecane America, Limited					
80V-097 7-23-80	Motobecane Mobylette	1975 1976 1977 1978 1979 1980	21	32,000	MFG. Campaign No. NR. System-Noncompliance Federal Motor Vehicle Safety Standard 108 & 122. DOM—July 1, 1975—June 30, 1980. Mopeds. Possibility that certain vehicles are not in compliance with Federal Motor Vehicle Safety Standard Nos. 108 and 122 in that they may be capable of maximum speeds in excess of 30 m.p.h. (Correct by inspecting and modifying maximum speed by introducing a ring wedge block in automatic gear change.)

FOREIGN SAFETY DEFECT RECALL CAMPAIGNS

NHTSA Ident. No. / Date of Co. Notification	Make and Model	Model Year	No. of Pages on file	No. of Vehicles Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
Nissan Motor Corporation, U.S.A.					
80V-112 8-27-80	Datsun S110	1980	4	39,382	MFG. Campaign No. NR. System-Fuel system/Carburetion. DOM—March 1979—May 1980. Possibility when primary throttle valve opens 35, the secondary throttle valve is opened by a linkage which is connected to the primary throttle valve. When driving under extremely low temperature conditions in an operation mode where the secondary valve is not opened, moisture contained in EGR gas, moving slowly through throttle chamber, may frost and congeal on inner surface of throttle chamber behind secondary throttle valve. As engine cools below freezing, ice can accumulate at bottom of throttle chamber. However, when secondary throttle valve is moved, it is possible for a piece of ice to break off and catch between secondary valve plate and accumulated ice. This causes secondary valve to remain partially open. (Correct by inspecting and installing throttle chamber heater kit at no cost to consumer.)
Peugeot Motors of America, Incorporated					
80V-110 8-25-80	Peugeot 504 Sedan Station Wagon	1979 1980	2	10,000	MFG. Campaign No. NR. System-Electrical/air-conditioning. DOM—July 23, 1979—August 25, 1980. Possibility that dealer installed air conditioner may develop a short circuit in wiring. The wire from fan motor to resistor may contact and chafe against frame. This could cause resistor heat buildup melting wire insulation resulting in smoke and possible fire. (Correct by inspecting and modifying wiring to preclude possibility of shorting.)
Renault U.S.A.					
80V-118 9-15-80	Renault R-1348 R-1358	1981	4	3,825	MFG. Campaign No. NR. System-Air conditioning wiring and ignition circuit. DOM—SOP—September 15, 1980. Possibility that certain vehicles may have been assembled with an air conditioning wiring harness that could provide power to ignition circuit with key in off position. (Correct by inspecting and modifying existing wiring; also adding a circuit breaker in modified circuit.)
80V-119 9-15-80	Renault R-1348 R-1358	1981	4	750	MFG. Campaign No. NR. System-Cruise control. DOM—SOP—September 15, 1980. Possibility that on certain vehicles the cruise control actuation chain may catch on carburetor hardware and cause throttle plate to remain in partially open position. (Correct by inspecting and installing a protective plate between cruise control actuation chain and throttle plate shaft.)
80V-127 9-24-80	Renault R5	1980	3	6,500	MFG. Campaign No. NR. System-Spare tire restraint. DOM—August 1979—June 1980. Possibility that on certain vehicles, equipped with air conditioning, the spare tire may be thrown into passenger compartment in a crash. This tire is stored on the floor in the cargo area and is held in place by a bungee cord and metal clip which is riveted to the cargo floor. These rivets may fail in a crash. (Correct by inspecting and installing an additional spare tire retaining bracket.)

FOREIGN SAFETY DEFECT RECALL CAMPAIGNS

NHTSA Ident. No. / Date of Co. Notification	Make and Model	Model Year	No. of Pages on file	No. of Vehicles Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
Saab-Scania of America, Incorporated					
80V-123 9-19-80	Saab 99, 900	1980	4	15,213	MFG. Campaign No. M-48. System-Electric fuel pump. DOM—September 1979—July 1980. Possibility that on certain vehicles the mounting collar for the electric fuel pump, which is submerged in the fuel tank, could partially detach from the top of tank and cause a potential for fuel leakage. (Correct by inspecting and replacing metal pump support basket with an improved version and reinstalling the assembly being careful of positioning and tightening of external clamp.)
Volvo of America Corporation					
80V-087 7-7-80	Volvo F-716	1979 1980	3	382	MFG. Campaign No. NR. System-Steering gear box mounting bolts. DOM—September 1978—October 1979. Trucks. Possibility that on certain vehicles the steering gear box has been installed using mounting bolts which are too long in relation to the available hole depth in steering gear box. If this condition exists, continued operation could result in steering gear box coming loose from its bracket resulting in inaccurate steering. This could lead to a loss of steering control. (Correct by inspecting and replacing steering gear mounting bolts with bolts of the correct length.)

NHTSA Ident. No. / Date of Co. Notification	Component / Model or Size Designation	No. of Pages on file	No. of Components Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
			Applied Power, Incorporated	
80E-018 8-15-80	Battery Charger 39-100, 85-900	15	35,000	Possibility that an adhesive clip which holds the wire bundle within your charger to interior of charger case could fail which could allow a 120 volt wire to come in contact with rectifier. If this were to happen, under conditions of extreme use the rectifier could heat to the point where it melts the insulation of the 120 volt wire causing a short between the primary and secondary circuits of charger. If this occurs, 120 volts will enter battery clamps and any conductive metal objects (including vehicle) to which battery clamps might be attached or connected and this would present a potentially fatal shock hazard. (Correct by inspecting and making necessary repairs to charger.)
			Bendix Corporation	
80E-015 7-7-80	Lugs Air brake valve treadle mounting plate lugs	2	1,579	Possibility that there is a crack in treadle pivot shaft mounting plate lugs which attaches directly to foot valve. Failure of lugs could lead to treadle separation and operator's inability to control braking through foot valve. Such failure can result in vehicle crash without warning. (Correct by inspecting and replacing mounting plate and lugs.)
			Borg-Warner Corporation	
80E-016 7-18-80	Transfer Case Four Wheel Drive Transfer Case—Output shaft retaining nut.	2	14,442	Possibility that the nut h'lding front and rear drive shaft yoke to the Transfer Case may lose retaining torque. When this occurs, the nut becomes loose and may back off output shaft thus potentially allowing drive shaft to disengage. (Correct by inspecting and replacing existing output shaft nut with mechanically retained nut and washer.)
			Dana Corporation	
80E-019 9-2-80	Power Steering Valve G-21	7	36,558	Power Steering Valve. Possibility the torque utilized to connect the drag link adaptor to valve housing, with lock ring between them, was not changed at the time the lock ring was redesigned. The new design lock ring absorbs a portion of torque applied, which may result in insufficient torque being passed through to connect the drag link adaptor to valve housing. If insufficient torque is loaded into valve housing, the drag link adaptor threads may wear and ultimately become disengaged from valve housing. Should the connection fail, the result is a loss of steering control of vehicle. (Correct by inspecting and retorquing valve to proper torque.)
80E-023 9-22-80	Ball Joint Assembly JB-538 JB-587	8	35,411	Ball joint assemblies may have been assembled and shipped with an incorrect castellated nut threaded on the ball stud portion of ball joint. If the subject ball joint assemblies are installed in vehicle using the incorrect castellated nut, it is possible that the cotter pin hole in the ball stud portion of the ball joint will not properly align with slots in the castellated nut. The castellated nut may not be thick enough, and when tightened, may be below the cotter pin hole. This condition will not allow the cotter pin to be correctly inserted into the ball stud so that it can engage sufficiently into the slots of the castellated nut. This condition could cause improper alignment of vehicle and stripping of threads on the castellated nut allowing connection of ball joint to steering knuckle to separate, and lower part of wheel assembly would collapse. (Correct by inspecting and installing proper castellated nut.)

MOTOR VEHICLE EQUIPMENT RECALL CAMPAIGNS

NHTSA Ident. No. / Date of Co. Notification	Component / Model or Size Designation	No. of Pages on file	No. of Components Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
Indiana Mills and Manufacturing, Incorporated				
80E-022 9-15-80	Seat Belt Model 12000 NL	6	2,636	Possibility that push button on seat belt buckle could break through thus making it difficult or impossible for vehicle occupant to release himself from seat belt assembly. (Correct by inspecting and replacing the suspect seat belt assembly.)
LaSalle-Deitch Company, Incorporated				
80E-021 9-3-80	Axle BT-66/53 Idler Axle	9	40	Possibility of failure of weld jointing spindle to axle. If this condition exists, it could cause wheel, tire and axle hub to separate from camper without prior warning. Also, potential for a vehicle crash exists. (Correct by inspecting and replacing with new axle.)
Thermo King Corporation				
80E-017 8-20-80	Fuel Tank 22″ diameter fuel tank	2	28,000	Possibility that the mounting hardware for fuel tank use to operate refrigeration equipment may fail. A number of band assemblies and brackets have been found to be cracked or fractured. (Correct by inspecting and replacing band assemblies and brackets where necessary.)
Vetter Corporation				
80E-020 9-2-80	Saddle Bag Honda CB 900 Sport Saddle Bag Kit	10	614	Possibility the Lefthand Mounting Frame Assembly (which the Saddlebag attaches to) may come in contact with rear brake caliper which may result in failure of rear brake, if there is not ample clearance between the caliper and hardware and/or Saddlebags. (Correct by inspecting and redesigning mounting assembly to allow ample clearance.)

MOTOR VEHICLE TIRE RECALL CAMPAIGNS

NHTSA Ident. No. / *Date of Co. Notification*	*Component Model or Size Designation*	*No. of Pages on file*	*No. of Components Recalled*	*Brief Description of Defect (Manufacturer's Corrective Action)*
B. F. Goodrich Company				
80T-014 8-18-80	Goodrich T125/80D16	1	3550	T125/80D16 load range "B" B. F. Goodrich Mini-Spare tire. Tires may not meet minimum endurance requirements specified in Federal Motor Vehicle Safety Standard No. 109. The suspect tire may develop separation in upper sidewall area causing loss of inflation pressure. (Correct by inspecting and replacing tire within 60 days of notification at no cost to the consumer.) D.O.T. IDENT: BHWLH91409 through 1449
Cooper Tire Company				
80T-012 8-8-80	Atlas Tubeles 12-15LT Load Range C	5	158	Atlas Big Trail M/S Tubeless, 12-15LT, 6PR, nylon, mud and snow light truck tires. Possibility tires were produced with improper ply turn-up heights. This condition can result in separation in lower sidewall areas when run overloaded or underinflated. Continued use may result in loss of inflating air and cause loss of steering control and vehicle crash could occur. (Correct by inspecting and replacing tire at no cost within 60 days from date of notification.) D.O.T. IDENT: UPAPADX *100 *110 *120 *130 Note: The * in the above serials will be 2, 3, 4, 5, or 6. (This is the Atlas daily serial.)
80T-016 8-19-80	Cooper 7.50R16-8PR	12	264	7.50R16LT-8PR Tube-type Highway Super Road Service Radial LT (Load Range D). Tires were erroneously molded as tubeless and were designed as tube-type. Should these tires be placed in service as tubeless, they might develop separation in tread area. (Correct by inspecting and replacing within 60 days from date of notification at no cost to consumer.) D.O.T. IDENT: UPWYCJ2240 2250 2280 2290
80T-017 8-27-80	Cooper Giant Roadmaster Hercules Saftipreme Dean Fayette P-20 Falls Persuader	33	180	L78-15 4PR Tubeless Highway bias passenger car tires. Tires may develop a separation in shoulder area prior to completion of the required Federal Motor Vehicle Safety Standard No. 109 high speed compliance testing. (Correct by inspecting and replacing tire at no cost to consumer within 60 days from date of notification.) D.O.T. IDENT: Cooper—UPV3JAF290 Hercules—UPV3HAU290 Dean—UPV3DAW290 Falls—UPV3FAM290

MOTOR VEHICLE TIRE RECALL CAMPAIGNS

NHTSA Ident. No. / *Date of Co. Notification*	*Component Model or Size Designation*	*No. of Pages on file*	*No. of Components Recalled*	*Brief Description of Defect (Manufacturer's Corrective Action)*
Firestone Tire and Rubber Company				
80T-011 7-16-80	Firestone Union K-Mart Wards Atlas National All sizes	38	1,970,000	Firestone 5 rib and 7 rib 500 Steel Belted Radial, K-Mart Radial 40, Ward's Grappler II, Atlas Goldenaire II, National Steel Belted Radial. Failure of the tire can result in a loss of air with a possible loss of vehicle control which may result in vehicle crash and injury. (Correct by replacing tire under term listed in the notification.)
General Tire and Rubber Company				
80T-013 8-8-80	General B78-13	1	215	B78-13 Safemark PE411 tires. Tire failed to comply with the plunger energy portion of Federal Motor Vehicle Safety Standard No. 109. (Correct by inspecting and replacing tire within 60 days of notification at no cost to consumer.) D.O.T. IDENT: ABFVWVV 200
80T-015 8-12-80	Atlas 11R22.5 Safemark 11R22.5 Phillips 11R22.5 General 11R22.5	4	343	11R22.5—Atlas Steel Radial, Safemark Steel Radial, Phillips Steel Radial, General Steelex Radial. Inadequate performance on sample tires leading to sidewall separation when tested on test track. (Correct by inspecting and replacing tire within 60 days from date of notification at no cost to consumer.) D.O.T. IDENT: Atlas—AA3TACX080 Safemark—AA3T7JC080 Phillips—AA3T7JA080 General—AA3TD4F080

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NATIONAL HIGHWAY TRAFFIC SAFETY
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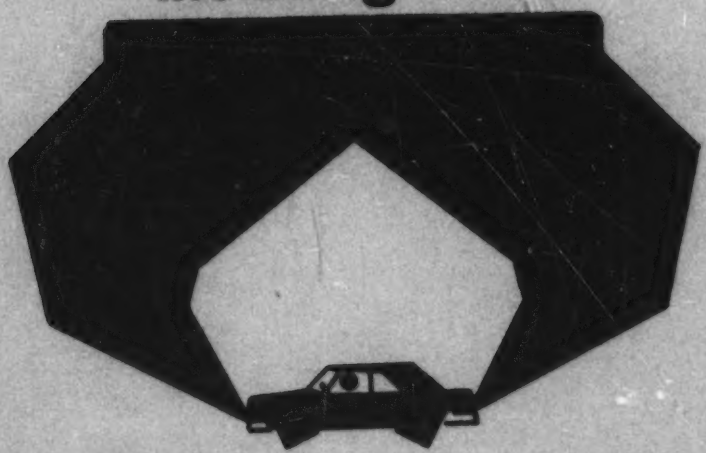
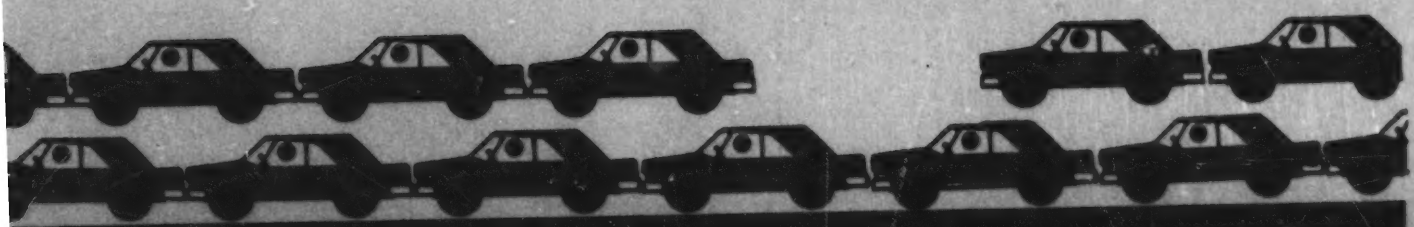
Safety Related Recall Campaigns for Motor Vehicles and Motor Vehicle Equipment, Including Tires





Reported to the National Highway Traffic Safety Administration
By Domestic and Foreign Vehicle Manufacturers

U.S. Department of Transportation • National Highway Traffic Safety Administration

TD 8.9/2:

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INTRODUCTION

Section 151 of the National Traffic and Motor Vehicle Safety Act of 1966, as amended, requires that if a manufacturer—

> "(1) obtains knowledge that any motor vehicle or item of replacement equipment manufactured by him contains a defect and determines in good faith that such defect relates to motor vehicle safety; or
>
> "(2) determines in good faith that such vehicle or item of replacement equipment does not comply with an applicable Federal motor vehicle safety standard prescribed pursuant to section 103 of this Act;
>
> he shall furnish notification to the Secretary and to owners, purchasers, and dealers, in accordance with section 153, and he shall remedy the defect or failure to comply in accordance with section 154."

The required notification is to be by first class mail to the first purchaser and by certified mail or more expeditious means to the dealer or dealers of the manufacturers.

The manufacturer is further required to furnish the Secretary of Transportation a true or representative copy of all notices, bulletins, and other communications to dealers or purchasers regarding defects in motor vehicles or motor vehicle equipment.

The National Highway Traffic Safety Administration has received numerous requests for information on defects in motor vehicles. In answer to these requests, the Administration publishes quarterly summary reports on defect campaigns conducted by domestic and foreign manufacturers. These summary reports are available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402, at a price established by the Superintendent of Documents. Annual cumulative editions of the reports will be published at the beginning of each calendar year.

Since manufacturers are not required to report to the Administration specific serial numbers of vehicles involved in recall campaigns, any information concerning defects on specific serial-numbered vehicles must be obtained from the dealer or manufacturer.

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SUMMARY TABULATIONS
MOTOR VEHICLE SAFETY DEFECT RECALL CAMPAIGNS

January 1, 1980—December 31, 1980

Manufacturers Reporting	*Number of Recall Campaigns*	*Number of Vehicles*
I. DOMESTIC		
American Motors Corporation	2	11,369
AM General Corporation	2	1,143
Blue Bird Body Company	1	168
Brougham, Industries	1	220
Carpenter Body Works, Incorporated	1	693
Checker Motor Corporation	1	9,429
Chrysler Corporation	9	2,396,533
Coach and Equipment Sales Corporation	2	178
Coachmen Industries, Incorporated	1	190
Coleman Company, Incorporated	1	1,366
Columbia Manufacturing Company	1	5,376
Dempster Dumpster System	1	40
Evans Transportation Company	1	9,970
FMC Corporation	2	360
Ford Motor Company	25	1,002,852
Freightliner Corporation	2	32,502
Fruehauf Corporation	1	3,400
General Motors Corporation	15	320,256
Gillig Corporation	1	198
Great Dane Trailers, Incorporated	1	52
Grumman Allied Industries, Incorporated	1	2,841
Grumman Flxible Corporation	3	3,245
Harley-Davidson Motor Company, Incorporated	7	22,871
Hendrickson Manufacturing Company	1	75
Holiday Rambler Corporation	1	291
International Harvester Company	5	72,413
Mack Trucks, Incorporated	6	16,810
Midas International Corporation	1	2,000
Oshkosh Truck Corporation	3	947
Paccar, Incorporated	3	12,808
Revcon, Incorporated	1	142
Shasta Industries	1	440
Sheller-Globe Corporation	3	668
Sportsmobile, Incorporated	2	268
Starcraft R.V.	1	370
Thomas Built Buses, Incorporated	2	114
Transportation Manufacturing Corporation	2	513
Wards Industries, Incorporated	2	171
Wayne Corporation	1	149
White Motor Corporation	7	4,743
Winnebago Industries, Incorporated	3	751
Zieman Manufacturing Company, Incorporated	2	110
TOTALS	129	3,939,035
II. FOREIGN		
American Mopeds, Incorporated	1	2,502
Alfa Romeo, Incorporated	1	6,412
Batavus USA, Incorporated	1	13,799
BMW of North America, Incorporated	1	66,600
Casal Motor Corporation, USA	1	499

SUMMARY TABULATIONS

MOTOR VEHICLE SAFETY DEFECT RECALL CAMPAIGNS

January 1, 1980—December 31, 1980

Manufacturers Reporting	*Number of Recall Campaigns*	*Number of Vehicles*
II. FOREIGN—*Continued*		
Cycles Peugeot U.S.A., Incorporated	1	9,541
Derbi Motor Corporation of America	1	2,917
Fiat Motors of North America, Incorporated	2	17,608
Jaguar Rover Triumph, Incorporated	2	2,200
Mercedes-Benz of North America, Incorporated	2	16,411
Motobecane America, Limited	1	32,000
Nissan Motor Corporation, U.S.A.	3	173,299
Peugeot Motors of America, Incorporated	1	10,000
Renault, USA	4	11,225
Rolls-Royce Motors, Incorporated	1	6,030
Saab-Scania of America, Incorporated	1	15,213
Subaru of America, Incorporated	1	71,683
Suzuki Motor Company	1	756
Toyota Motor Company	2	177,885
Volkswagen of America Corporation	5	148,712
Volvo of America, Incorporated	2	732
Yamaha Motor Corporation, USA	3	138,875
TOTALS	38	924,899
III. EQUIPMENT		
Applied Power, Incorporated	1	35,000
Bendix Corporation	1	1,579
Borg-Warner Corporation	1	14,442
Century Products, Incorporated	1	7,000
Crager Industries, Incorporated	1	517
Dana Corporation	3	73,206
Double Eagle Lubricants, Incorporated	1	127,224
Fram Corporation	1	31,200
Fulton Manufacturing Corporation	1	58,610
General Motors Corporation	1	364
GS Industries, Incorporated	1	124
Harley-Davidson Motor Company, Incorporated	1	306
Indiana Mills and Manufacturing, Incorporated	1	2,636
Kelsey-Hayes Company	1	56
Konalrad Products	1	1,398
Lafer Sales Corporation	1	50
LaSalle-Deitch Company, Incorporated	1	40
Leggett and Pratt, Incorporated	1	3,200
Maremont Corporation	1	49
Microdot Products	1	108,000
NSK Warner Kabushiki Kaisha	1	130,000
Philips Industries, Incorporated	1	371
Raditor Specialty, Incorporated	1	360
Thermo King Corporation	1	28,000
Truck-Lite Company, Incorporated	1	50,000
Unarco Industries, Incorporated	1	63,324
Vetter Corporation	1	614
TOTALS	29	737,670

SUMMARY TABULATIONS
MOTOR VEHICLE SAFETY DEFECT RECALL CAMPAIGNS

January 1, 1980—December 31, 1980

Manufacturers Reporting	*Number of Recall Campaigns*	*Number of Vehicles*
IV. TIRES		
Armstrong Rubber Company	1	988
B.F. Goodrich Company	1	3,550
Cooper Tire and Rubber Company	7	3,023
Firestone Tire and Rubber Company	3	5,120,123
General Tire and Rubber Company	6	25,761
Goodyear Tire and Rubber Company	3	16,600
Uniroyal Tire Company	3	1,900,266
TOTALS	24	7,070,311

ORDERING DATA

If only one particular detailed report of a recall is required, it can be obtained by contacting the Chief, Technical Reference Service, Technical Services Division (Code NAD–44), National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590.

DOMESTIC SAFETY DEFECT RECALL CAMPAIGNS

NHTSA Ident. No. / Date of Co. Notification	Make and Model	Model Year	No. of Pages on file	No. of Vehicles Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
American Motors Corporation					
80V-023 2-28-80	Jeep Wagoneer Cherokee J10 Trucks	 1979 1980	4	10,891	Mfg. Campaign No. NR. System-Wheel bearing. DOM—June 25, 1979 through October 31, 1979. Possibility that right and left rear wheel bearings may have been damaged during assembly. Damaged bearing could permit axle and wheel disengagement from vehicle while in motion. (Correct by inspecting and replacing both right and left wheel bearings, seals, bearing retaining rings and bearing retaining plates.)
80V-158 12-2-80	Jeep CJ-5/CJ-7	 1981	2	478	Mfg. Campaign No. NR System-seat belt assemblies DOM—October 30-November 3, 1980. Possibility that on certain vehicles rear seat belt assemblies cannot be connected because tongue end of assembly was installed in place of the buckle end. (Correct by inspecting and replacing seat belt assemblies as needed.)
AM General Corporation					
80V-114 8-21-80	AM General M916	1978 1979 1980	6	844	Mfg. Campaign No. NR. System-Fifth wheel/weldment DOM—May 12, 1978—April 3, 1980. Tractors. Possibility of inadequate weldments on spacers assemblies to which fifth wheel assembly is attached. This condition could allow trailer to partially or completely detach from tractor, possibly causing loss of control of vehicle. Correct by inspecting and making necessary repairs as required.)
80V-154 11-17-80	AM General 10240B-8- 10240T	 1976 1977 1978 1979 1980	5	299	Mfg. Campaign No. NR. System-Certification plate/part 567. DOM—November 1976-April 1980. Transit Buses. Possibility that on certain vehicles there is insufficient and/or inaccurate data supplied on certification plate. (Correct by inspecting and replacing non-complying data plates.)
Blue Bird Body Company					
80V-137 10-10-80	Blue Bird Conventional School Bus	1979 1980	3	168	Mfg. Campaign No. NR. System-Body joints/Federal Motor Vehicle Safety Standard No. 221. DOM—1979—September 1980. School Buses. Possibility that on certain vehicles there are insufficient fasteners in first and last headlining joints resulting in noncompliance with Federal Motor Vehicle Safety Standard No. 221, "School Bus Body Joint Strength."
Brougham, Industries					
80V-159 10-16-80	Brougham Buses	 1979 1980 1981	3	220	Mfg. Campaign No. S5.3 and S5.5. System-Certification labels/Federal Motor Vehicle Safety Standard No. 120 and 217. DOM—July 1, 1979—October 1980. Buses. Possibility that certain vehicles tire diameter, load range and rim width are not shown on certification label. This does not comply with Federal Motor Vehicle Safety Standard 120. Also, on certain vehicles emergency exits are labeled "Exit" instead of "Emergency Exit", and emergency exit release mechanisms are not labeled with the required operating instructions. This does not comply with Federal Motor Vehicle Safety Standard 217. (Correct by inspecting and affixing proper labels.)

NHTSA Ident. No. / Date of Co. Notification	Make and Model	Model Year	No. of Pages on file	No. of Vehicles Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
Carpenter Body Works, Incorporated					
80V-008 2-6-80	Carpenter Conventional-type school buses	1977	4	693	Mfg. Campaign No. C 19801. System-Body panel joints/Federal Motor Vehicle Safety Standard No. 221. DOM—July 1—September 1, 1977. School buses. Possibility that certain vehicles may fail to comply with Standard 221, School Bus Body Joint Strength, due to inability of certain interior body joints to meet 60 percent joint strength requirement of standard. (Correct by inspecting and locally reinforcing joints with mechanical fasteners.)
Checker Motors Corporation					
80V-019 2-21-80	Checker All	1978 1979 1980	6	9,429	Mfg. Campaign No. NR. System-Fuel tank/Federal Motor Vehicle Safety Standard No. 301. DOM—November 11, 1977-NR. Possibility that on certain vehicles there is non-compliance with Standard No. 301, Fuel System Integrity, due to cutting of fuel filler tube by frame rear crossmember during rear barrier impact test. (Correct by inspecting and installing protector sleeve over fuel filler tube.)
Chrysler Corporation					
80V-010 2-11-80	Plymouth Champ, Sapporo Dodge Colt, Challenger	1980	2	25,004	Mfg. Campaign No. 275. System-Instrument panel ash tray bulb socket. DOM—mid August 1979—October 1979. Possibility that certain vehicles are equipped with instrument panel ash tray illumination bulb socket that may overheat with extensive operation of bulb (bulb is lit when headlamps are on). Bulb socket may have been manufactured with materials that do not exhibit required electrical resistance capabilities for this application. These materials may allow socket to overheat, ignite and possibly ignite other instrument panel components. (Correct by inspecting and replacing bulb socket and wiring assemblies with assemblies containing sockets produced from proper materials.)
80V-027 3-7-80	Plymouth Dodge B100, B200 B300, MB300, MB400, CB300, CB400	1971 1972 1973 1974 1975 1976 1977 1978	12	1,000,000	Mfg. Campaign No. 191T. System-Structure/frame rail. DOM—March 1970-August 1978. Compact vans and wagons with power steering including class C motorhomes and kary vans. Possibility that left frame rail extension may experience fatigue cracking of inboard rail near area in which power steering gear attaches to frame. Some vehicles, when subjected to certain severe service steering maneuvers (frequent full steering wheel rotation parking or pushing away of wheel from curbs by forcing front tire against curb), may develop frame crack due to high loads which are transmitted to rail by steering gear during such maneuvers. (Correct by inspecting for cracks, if crack is detected, it will be welded and a rod reenforcement will be installed over cracked area to ensure crack does not reoccur.)
80V-039 3-24-80	Dodge CB300, MB300	1979	3	3,500	Mfg. Campaign No. 193T. System-Certification label. DOM—January—May 1979. Light duty trucks. Possibility that on certain vehicles Vehicle Certification Label installed may contain incorrect dates for incomplete vehicle (chassis) date of manufacture and date of Federal Motor Vehicle Safety Standard conformance effectiveness. The date of final manufacture is stated correctly. (Correct by inspecting and installing new label displaying proper dates.)

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NHTSA Ident. No. / Date of Co. Notification	Make and Model	Model Year	No. of Pages on file	No. of Vehicles Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
			Chrysler Corporation—*Continued*		
80V-051 4-25-80	Chrysler Cordoba Dodge Mirada	1980	3	29	Mfg. Campaign NO. 277. System-Park and turn signal lamps-Federal Motor Vehicle Safety Standard No. 108. DOM—March 31, 1980. Possibility that on certain vehicles front park and turn signal lamps may contain incorrect lamp bulb socket assemblies. This alters bulb to lens relationship from design intent and may result in failure to meet certain photometric requirements of Standard No. 108. (Correct by inspecting and replacing both front park and turn signal lamp bulb socket assemblies with correct assemblies.)
80V-064 5-13-80	Dodge and Plymouth B100, B200, B300	1980	2	3,000	Mfg. Campaign No. 195T. System-Sliding side door. DOM—January—March 1980. Light duty trucks. Possibility that on certain vehicles hinge and roller assemblies supporting rear of sliding side door are subject to failure as result of processing deficiencies in aluminum hinge body. Failure could allow partial or complete door separation from vehicle during door operation. (Correct by inspecting and replacing aluminum hinge bodies with sintered metal components.)
80V-073 6-6-80	Dodge and Plymouth B300, MB300, MB400, CB300, CB400	1973 1974 1975 1976 1977	2	350,000	Mfg. Campaign No. 194T. System-Front brakes. DOM—July 1972—January 1977. Light duty trucks. Possibility that on certain vehicles there could be wheel turn stop deterioration, causing front disc brake calipers to contact frame longitudinal rails during extreme front wheel turning angles. Such caliper to frame contact may move caliper outboard, resulting in excessive disc brake pad to rotor clearance. Increase in brake pedal travel to overcome this clearance may reduce front brake system effectiveness following turning maneuver. Pad will return to proper position with first subsequent brade application and brake system will then respond normally. Rear brake system is not affected. (Correct by inspecting and replacing front wheel turn stop bracket on one side or both.)
80V-136 10-10-80	Dodge Omni Plymouth Horizon	1978 1979	2	425,000	Mfg. Campaign No. 279. System-Alternator. DOM—November 1977—August 1979. Possibility that on certain vehicles the alternator field wiring terminal connections may lossen due to engine vibration and result in an open circuit condition. Should this occur, alternator electrical output to support vehicle electrical loads and battery charging system would be lost. (Correct by inspecting and replacing alternator wiring harness and blade type field terminals with a modified harness; also installing a supplemental alternator ground strap for proper grounding, if necessary.)
80V-138 10-13-80	Dodge Omni Plymouth Horizon	1980	2	235,000	Mfg. Campaign No. 283. System-Hood secondary catch. DOM—August 1979—June 1980. Possibility that on certain vehicles the hood secondary catch may be subject to binding due to variations in the catch and its mounting base assembly. Inadequate catch to mounting base pivot surface clearance may cause catch to bind in an open position, resulting in an inoperative secondary catch system. (Correct by inspecting and making necessary repairs.)

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Chrysler Corporation—*Continued*					
80V-139 10-13-80	Dodge Omni Plymouth Horizon	 1979 1980	2	355,000	Mfg. Campaign No. 281. System-Fuel line hoses. DOM—August 1978—November 1979. Possibility that on certain vehicles the engine compartment fuel line hoses may harden and become brittle with continued exposure to fuel and high underhood temperature environment. Flexing of hardened hoses due to engine vibration may eventually cause hoses to crack, resulting in potential for fuel leakage. (Correct by inspecting and replacing fuel supply and vapor return hoses with current hoses constructed of fuel and high temperature resistant hypalon material.)
Coach and Equipment Sales Corporation					
80V-086 6-19-80	Coach and Equipment Fortivan	 1976 1977 1978	5	24	Mfg. Campaign No. NR. System-Rear emergency door lock/Federal Motor Vehicle Safety Standard 217. DOM—October 26, 1976—November 1, 1978. School buses. Possibility that certain vehicles may have gone through production without inactivation of key lock in rear door. This would allow the engine to be started with ignition switch when rear emergency door was locked. (Correct by inspecting and installing sheet metal screw in rear emergency door locking mechanism.)
80V-090 7-10-80	Coach and Equipment Fortivan	 1977 1978 1979	1	154	Mfg. Campaign No. NR. System-Emergency door release mechanism/Federal Motor Vehicle Safety Standard 217. DOM—January 1977—March 1979. School buses. Possibility that on certain vehicles the audible signal may not operate when emergency door release mechanism is not in closed mechanism is not in closed position and ignition is in the "on" position. (Correct by inspecting and installing modified latch mechanism which will allow activiation of alarm to be independent of door position.)
Coachmen Industries, Incorporated					
80V-117 9-12-80	Coachmen Caper XL 2000	 1980	14	190	Mfg. Campaign No. C-6 System—Structure/frame. DOM—March 11—July 24, 1980. Travel trailers. Possibility that on certain vehicles mounting plates, to which axles are attached, may become detached resulting in canting of tire and wheel and under extreme conditions wheel could separate from hub, creating potential traffic hazard. This can occur without prior warning. Also, there is possibility of cracking of "A" frame due to use of frame steel which did not meet Coachmen specifications and by improper tie-down procedures during delivery to dealer. If "A" frame cracks, it could—without prior warning—drop to ground, creating potential traffic hazard. (Correct by inspecting and welding additional supports to frame and mounting plates and to frame, and replacing washers and pipe spacers with rectangular load-bearing spacers.
Coleman Company, Incorporated					
80V-001 12-27-79	Coleman Ligonier Rebel	 1979	4	1,366	Mfg. Campaign No. NR. System-Frame/butt weld. DOM—August 15, 1978—May 18, 1979. Camping trailers. Possibility that on certain vehicles "A" frame tongue of trailer can separate from chassis as a result of weld deficiency. (Correct by inspecting and strengthening potential frame failure points.)

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Columbia Manufacturing Company					
80V-074 6-13-80	Columbia Imperial Western Flyer Western Flyer Sport Open Road Columbia Commuter	6 1980	5,376		Mfg. Campaign No. NR. System—Brake drum/Federal Motor Vehicle Safety Standard No. 122. DOM—September 1, 1979—January 15, 1980. Mopeds. Possibility that certain vehicles fail to conform to Standard No. 122, Motorcycle Brade Systems, which requires that all mopeds be equipped with two independently activated service brake systems. Steel Brake drum may have been left out of either front or rear wheel hub. This will result in complete lack of braking capacity in either front or rear brake systems, and crash could occur. (Correct by inspecting and, if brake drum is missing, replacing entire wheel assembly.)
Dempster Dumpster Systems					
80V-111 8-26-80	Dempster Command Kit	1979 1980	4	40	Mfg. Campaign No. NR. System-Parking brake/protective fuses. DOM—April 1979—August 1980. Possibility that original control circuit of Command Kit is designed such that electrical signal is required to apply parking brake when Command System is turned on. Disruption of this electrical signal will cause parking brake to release. This signal will be unintentionally disrupted by blowing of either of two protective fuses, turning off vehicle ignition switch, or failure of certain of the electrical components. The result will be release of parking brake, possibly while operator is away from vehicle. (Correct by inspecting and redesigning electrical circuits to preclude blowing protective fuses.)
Evans Transportation Company					
80V-079 6-10-80	Monon Semi trailers	1974 1975 1976 1977 1978	2	9,970	Mfg. Campaign No. NR. System—Air brake reservoir attachment bolts. DOM—January 1, 1974—August, 1978. Semi trailers. Possibility that on certain vehicles there is defect which relates to belting attachment of air reservoir to frame. This attachment includes a resilient washer which may drop out allowing bolt to become loose and ultimately, due to vibration, wear through and allow reservoir to drop down on either end. This could eventually cause one of several air lines to wear through or sever which could result in lockup of emergency braking system. (Correct by inspecting and replacing needed bolts, nuts and washers.)
FMC Corporation					
80V-065 5-20-80	FMC Model 12 Four Wheel Street Sweeper	1975 1976 1977 1978 1979 1980	6	33	Mfg. Campaign No. NR. System—Steering/drive axle. DOM—1975—1980. Production. Street Sweepers. Possibility that on certain vehicles there could be failure of studs which fasten steering arm and tie rod arms to steering knuckle. Improper key fit may cause unusual loading of these studs. (Correct by inspecting and assuring tightness of stud nuts on drive axle (front) steering arm.)
80V-099 7-15-80	FMC Elderly and Handicapped Transit Buses	1974 1975 1976	6	33	Mfg. Campaign No. NR. System-Elevator system for Elderly and Handicapped. DOM—NR. Buses. Possibility that on certain vehicles the four (4) chain attaching points which attach elevator platform to coach frame are subject to premature fatigue failure in one or more of these attaching links if not properly adjusted and maintained. If such failure occurs, platform would sag severely at front or rear section and could fall to the ground, possibly causing injury to passenger. (Correct by inspecting and installing a new attaching system with higher strength material which minimizes these overloads and torsional stresses.)

DOMESTIC SAFETY DEFECT RECALL CAMPAIGNS

NHTSA Ident. No. / Date of Co. Notification	Make and Model	Model Year	No. of Pages on file	No. of Vehicles Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
Ford Motor Company					
80V-032 3-18-80	Ford F-Series Light trucks	1980	2	8,000	Mfg. Campaign No. 384. System-Exhaust heat shields. DOM—SOP Job No. 1 through December 18, 1979. Trucks. Possibility that certain vehicles may have been produced without specified exhaust system heat shields. Certain driving or engine malfunction conditions could result in high floor pan temperatures. This could cause smoldering of floor covering materials. (Correct by inspecting and installing specified heat shields.)
80V-033 3-18-80	Ford F-Series Light Trucks	1980	6	13,332	Mfg. Campaign No. 385. System-Steering column attachment. DOM—SOP Job No. 1 through October 22, 1979. Trucks. Possibility that certain vehicles may have been produced with missing or improperly torqued pinch bolt and nut which is used to attach intermediate steering shaft to steering column. This could cause intermediate steering shaft to slip relative to steering column and permit eventual separation from column resulting in loss of steering control. (Correct by inspecting and installing bolt and nut or verifying bolt torque.)
80V-042 4-1-80	Lincoln Mark VI	1980	3	14,500	Mfg. Campaign No. 388. System—Wiring/instrument panel. DOM—August 15, 1979—September 20, 1979. Possibility that certain vehicles were produced with accessory feed wire assembly that may have been pinched beneath mounting bolt for climate control recirculating duct assembly. If wire insulation were torn or became abraded to extent that high resistance short occurred, wire could overheat resulting in vehicle fire. Because accessory feed wire is "hot" whenever battery is connected, possibility of such an incident exists during vehicle use or when vehicle is parked with key removed. (Correct by inspecting and, if necessary, the wire assembly will be freed or cut and spliced with connectors.)
80V-044 4-7-80	Ford F-150 4 x 4	1980	3	14,500	Mfg. Campaign No. 389. System—Midship fuel tank shields/Federal Motor Vehicle Safety Standard No. 301. DOM—August 20, 1979—December 15, 1979. Light Trucks. Possibility that certain vehicles may have been built without protective shield installed at forward end of midship fuel tank. This omission may result in fuel spillage from fuel tank during and following frontal barrier impact. (Correct by inspecting and installing specified midship fuel tank shield.)
80V-061 5-12-80	Ford Ford LTD	1980	2	9	Mfg. Campaign No. NR. System—Power widows/Federal Motor Vehicle Safety Standard No. 118. DOM—March 28, 1980. Possibility that on certain vehicles a misbuilt wiring harness may have been installed. This harness would permit operation of power windows with ignition in "off" position. Such vehicles would not comply with Standard No. 118. (Correct by inspecting power windoe function and repairing wiring harness, if necessary.)
80V-067 5-20-80	Lincoln Mark VI Lincoln Lincoln	1980	3	52,053	Mfg. Campaign No. 392. System—Lighting/stop lamp switch. DOM—Job No. 1, 1980—February 21, 1980. Possibility that certain vehicles may have been produced with stop lamp switches that were contaminated with oil. Such switches could become inoperative due to degradation of contacts, resulting in loss of stop lamp function. Drivers following such a vehicle may not be provided with adequate warning of braking. On vehicles with optional speed control, stop lamp switch also disengages speed control upon application of brake pedal. (Correct by inspecting and replacing stop lamp switch.)

NHTSA Ident. No. / Date of Co. Notification	Make and Model	Model Year	No. of Pages on file	No. of Vehicles Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
			Ford Motor Company—*Continued*		
80V-072 6-3-80	Ford E & F-Series Light trucks Econoline and Club Wagon 100/150	1980	2	8,000	Mfg. Campaign No. 384. System-Wheel assembly. DOM—October 29, 1979—April 25, 1980. Light duty trucks. Possibility that on certain vehicles were produced with wheel assemblies that may have cracks near bolt holes in wheel disc. During vehicles use, cracks could gradually increase and result in partial or complete separation of wheel and tire assembly from vehicle. Driver may be warned of condition by wheel wobble or vibration. (Correct by inspecting wheel disc date code and replacing those wheels indicating an October 18, 1979 date of manufacture.)
80V-088 7-8-80	Ford E-100, 150, 250	1980	2	4	Mfg. Campaign No. 395. System-Exhaust system heat shields. DOM—Fedruary 8, 1980. Vans. Possibility that certain vehicles were shipped without specified exhaust system heat shields. If such a vehicle is allowed to idle for extended period (particularly with fouled spark plug or engine malfunction condition which increases exhaust temperature), the absence of these heat shields could result in higher than intended floor pan temperatures. These temperatures could potentially cause personal injury. (Correct by inspecting and installing frame-mounted heat shields.)
80V-089 7-8-80	Ford F-700	1980	2	159	Mfg. Campaign No. 394. System-Front brake hose. DOM—Fedruary 29—March 23, 1980. Trucks. Possibility that certain vehicles may have been produced with two fuel line brackets improperly installed such that fuel line is routed in a location where it could come in contact with LH front brake jounce hose. If contact should take place, fuel line which has a metal outer shield could cause brake hose to chafe and, in time, wear sufficiently to cause loss of brake fluid and vehicle braking capability. (Correct by inspecting and repositioning fuel line brackets, rerouting fuel line, and replacing LH brake jounce hose if chafing has occurred.)
80V-100 7-22-80	Ford F-350	1980	1	9	Mfg. Campaign No. 396. System-Outside rearview mirrors/Federal Motor Vehicle Safety Standard 111. DOM—April 14—June 17, 1980. Trucks. Possibility that certain vehicles were improperly equipped with outside rearview mirrors with reflective surface of twenty (20) square inches instead of at least fifty (50) square inches as required by Federal Motor Vehicle Safety Standard 111. (Correct by installing rearview mirror that meets the 50 square inch requirement of Federal Motor Vehicle Safety Standard No. 111.)
80V-102 7-30-80	Ford F-350 Chassis Cabs	1980	2	823	Mfg. Campaign No. 397. System-Fuel tank shields/Federal Motor Vehicle Safety Standard 301. DOM—February 28—May 20, 1980. Trucks. Possibility that certain 137 and 161 inch wheelbase vehicles were manufactured with fuel tank shield inadvertently omitted. These vehicles were intended to have been equipped with fuel tank shields to provide an added margin of performance relative to fuel spillage requirements of Federal Motor Vehicle Safety Standard No. 301. (Correct by inspecting and installing shields.)
80V-103 7-30-80	Ford F-100, F-150, F-250, F-350	1980	2	24,400	Mfg. Campaign No. 398. System-Fuel tank shield/Federal Motor Vehicle Safety Standard 301. DOM—July 30, 1979—July 24, 1980. Light Trucks. Possibility that certain 4 x 2 133 inch wheelbase vehicles equipped with 2-piece driveshaft may not meet fuel spillage requirements of Federal Motor Vehicle Safety Standard 301 in a 30 mile per hour, 30° left front angular fixed barrier impact. (Correct by inspecting and installing protective fuel tank shield.)

NHTSA Ident. No. / Date of Co. Notification	Make and Model	Model Year	No. of Pages on file	No. of Vehicles Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
			Ford Motor Company—*Continued*		
80V-104 8-5-80	Ford Mercury 400 CID engines and air conditioning	1974	2	253,500	Mfg. Campaign No. 400. System-Flexible blade fan. DOM—August 1973—August 1974. Possibility that certain vehicles equipped with flexible 5-blade engine cooling fans may be subject to high blade stresses which can result in fatigue cracking of blades. Fragments eventually may separate without prior warning while engine is operating. Such fragments propelled from rotating fan create a risk of damage to underhood components and, if hood is open, may also pose hazard of personal injury to individuals in the vicinity of vehicle. (Correct by inspecting and replacing engine cooling fan with one of a different 5-bladed design.)
80V-120 9-16-80	Ford Econoline and Club Wagon E-100/150 series	1980	3	10,000	Mfg. Campaign No. 402. System-Front brake hoses. DOM—May 21—August 6, 1980. Trucks. Possibility that certain vehicles are equipped with improperly manufactured brake hose assemblies resulting in contact with adjacent front tire during full turn. Such contact may cause chafing and wear of brake hose which could result in leakage of brake fluid and eventual loss of front wheel braking capability. This would increase stopped distances. (Correct by inspecting and replacing discrepant front brake hoses.)
80V-121 9-18-80	Ford LTD Mercury Marquis Lincoln Mark VI	1981 1981	1	14,000	Mfg. Campaign No. 403. System-Neutral start switch. DOM—August 4–30, 1980. Possibility that on certain vehicles a "start-in-reverse" condition may exist due to neutral start switch. (Correct by inspecting and replacing any malfunctioning neutral start switches with stock from non-suspect supplier.)
80V-133 10-7-80	Ford Escort Mercury Lynx	1981 1981	5	7,000	Mfg. Campaign No. 404. System-Engine compartment wire assembly. DOM—August—September 24, 1980. Possibility that certain vehicles contain an engine compartment wire assembly that may have been incorrectly routed above air conditioning suction hose in area of right-hand upper fender apron. This routing condition could cause hose to exert upward pressure on wiring harness bringing it in contact with a hood prop-rod bracket attaching bolt such that chafing or penetration of wiring insulation could take place. In the event an electrical short occurs to attaching bolt, depending on which circuits are affected, the wiring harness may overheat leading to possibility of a fire and extensive engine compartment damage. (Correct by inspecting, repairing and rerouting the main engine compartment wiring harness.)
80V-134 10-7-80	Ford Escort Mercury Lynx	1981 1981	7	27,000	Mfg. Campaign No. 405. System-Rear brakes. DOM—August—October 2, 1980. Possibility that certain vehicles may have been produced wiht inadequate torque on right-hand an left-hand rear brake backing plate attachment bolts to withstand the loads experienced during truck haulaway shipment. This could result in loss of brake fluid, loss of braking capability on a rear brake and opposite side front brake causing increased stopping distance. If both rear brake tubes fail simultaneously, all hydraulic braking would be lost. (Correct by inspecting, retorquing and replacing rear brake tube(s)).

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			Ford Motor Company—*Continued*		
80V-141 10-21-80	Ford LTD Station Wagons	1981	2	600	Mfg. Campaign No. 406. System-Rear bumper reinforcement attachments. DOM—August—September 1980. Possibility that certain vehicles were produced without intended corrosion protection components for aluminum rear bumper reinforcement attachments. Under corrosive environments such as winter conditions where large amounts of road salt are used, aluminum reinforcement could experience galvanic corrosion at attachment surfaces. The strength of the component would be reduced and bumper could detach. (Correct by inspecting and replacing rear bumper isolator and bracket assemblies and installation of Surlyn-coated foil insulators.)
80V-142 10-28-80	Ford Escort Mercury Lynx	1981 1981	2	11,500	Mfg. Campaign No. 407. System-Fuel/tank. DOM— September 9, 1980—October 15, 1980. Possibility vehicles were incorrectly produced in that metal fasteners were used to secure carpeting to floor pan in area above fuel tank. Some of these fasteners may have been located in positions where they penetrated the top of the tank at installation. If this penetration occurred, the fuel tank may have slight fuel leakage and fuel odor. (Correct by inspecting and replacing fuel tank and seal floor pan.)
80V-143 11-4-80	Ford Ford Equipped/w 351W CID Engine and AC	1973 1974	2	314,000	Mfg. Campaign No. 409. System-Engine cooling fan. DOM—August 1972—August 1974. Possibility vehicles with (351W CID) engines are equipped with flexible five-blade cooling fans, some of which can become cracked when subjected to high engine speed operating conditions where stresses reach high levels. If undetected, cracking in fan can lead to separation of fragments without prior warning and if hood is open at the time, it can pose a risk of personal injury to individuals in vicinity of vehicle. (Correct by inspecting and replacing fan with cooling fan with improved five-bladed design.)
80V-144 11-4-80	Ford LTD II Thunderbird Mercury Cougar Equipped/w 351W CID Engines and A/C	1977 1977	2	209,100	Mfg. Campaign No. 410. System-Engine cooling fan. DOM—August 1976—August 1977. Possibility vehicles with (351W CID) engines are equipped with flexible five-blade cooling fans, some of which can become cracked when subjected to high engine speed operating conditions where stresses reach high levels. If undetected, cracking in fan can lead to separation of fragments without prior warning and if hood is open at the time, it can pose a risk of personal injury to individuals in vicinity of vehicle. (Correct by inspecting and replacing fan with cooling fan with improved five-bladed design.)
80V-145 11-4-80	Ford F-100/350	1981	5	6,260	Mfg. Campaign No. 411. System-Fuel tank/standard 301. DOM—September 2 through October 3, 1980. Light Trucks. Possibility that vehicles may have been manufactured with mislocated or inadequately tightened mid-ship fuel tank straps. If this condition exists, fuel tank straps may not conform to Federal Motor Vehicle Safety Standard Number 301, "Fuel System Intergrity." (Correct by inspecting and relocating straps and properly torquing straps to conform with Federal Motor Vehicle Safety Standard Number 301.)
80V-147 11-6-80	Lincoln Mark VI Mercury	1981	3	18,154	Mfg. Campaign No. 408. System-Electrical relays. DOM—August—October 17, 1980. Possibility that certain vehicles contain electrical relays which may be susceptible to water leakage into relay case. Water entrapment in relays may cause leakage

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			Ford Motor Company—*Continued*		
					of current flow between battery feed terminal and ground resulting in overheating of relay. If such a relay is mounted on or immediately adjacent to a polypropylene front fender apron, overheating could lead to the possibility of a vehicle fire. (Correct by inspecting and, if necessary, reorientation and replacement of unsealed relays.)
80V-152 11-14-80	Ford Fairmont Mercury Zephyr	1981	2	1,500	Mfg. Campaign No. 412. System-Brake pushrod retainer pin. DOM—October 28—30, 1980. Possibility that certain vehicles were produced without brake pushrod to brake pedal retaining pins. This causes friction of associated components and resistance of brake pushrod to lateral movement. The pushrod could disengage from pedal resulting in loss of service brakes. The parking brake would remain operational. (Correct by inspecting and installing a brake pedal retaining pin.)
80V-167 12-16-80	Ford Parcel delivery truck-P-600 Series Chassis	1978 1979	2	79	Mfg. Campaign No. 413. System-Front brake hoses. DOM—NR. Trucks. Possibility that certain vehicles equipped with P-600 series chassis may have incomplete front brake hose assemblies which were longer than specified hose assemblies. This longer hose may contact the adjacent front tire during a full turn causing chafing and wear of hose and could result in leakage of brake fluid and, eventually, a loss of all serivce braking capability. (Correct by inspecting and replacing front brake hoses and brackets.)
			Freightliner Corporation		
80V-031 3-14-80	Freightliner Trucks	1973 1974 1975 1976 1977 1978 1979 1980	19	1,500	Mfg. Campaign No. FL-0067. System-Rear towing crossmember. DOM—June 22, 1973—February 25, 1980. Trucks. Possibility that certain vehicles equipped with truck rear towing crossmember and A-frame assembly may develop cracks in crossmember which supports trailer hitch and to which trailer safety cables are attached. (Correct by inspecting and replacing A-frame assembly with new design, and for progressive damage replace additional parts as necessary.)
80V-095 7-16-80	Freightliner White-Freightliner Conventional Cab Over Engine	1976 1977 1978 1979	4	31,002	MFG. Campaign No. FL-0069. System-Steering/shaft and column yoke. DOM—January 1976—January 1979. Trucks. Possibility that on certain vehicles there is a defect related to the connection between steering control shaft to input shaft on steering gear box. The yoke on shaft may become loose on vehicles in use which can allow splined surfaces on yoke and shaft to wear. Continued use in loose condition can result in wear and eventual rotational slippage of the joint. (Correct by inspecting and replacing standard production bolt, nut, and making other adjustments.)
			Fruehauf Corporation		
80V-062 5-14-80	Fruehauf Commerical highway utility trailers	1980	2	3,400	Mfg. Campaign No. NR. System-Lighting/rear light module. DOM—February—April 1980. Trailers. Possibility tha on certain vehicles lefthand rear light module (stop and taillight and turn signal) with license plate bracket attached could fracture adjacent to its mounting holes. Entire module could break off and be lost. Loss of rear light module could present danger to motoring public. (Correct by inspecting and replacing 18 gauge modules with 16 gauge modules and adding brace.)

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			General Motors Corporation		
80V-003 1-11-80	Cadillac Eldorado Seville	1980	8	18,881	Mfg. Campaign No. 80-C-1. System-Transmission shift linkage/bracket. DOM—August 2, 1979—November 8, 1979. Possibility that two screws which secure shift linkage bracket may loosen and fall out. As a result, gear position indicated by transmission selector may differ from actual gear position of transmission. In addition, when starting vehicle with selector in neutral or park position, transmission may actually be in gear and vehicle may move forward or rearward when engine is started. In either of these cases, vehicle crash without prior warning could occur. (Correct by inspecting and tightening two screws to proper torque.)
80V-014 2-19-80	GMC Chevrolet Medium-duty and heavy duty	1978 1979	5	46,556	Mfg. Campaign No. 79-C-07. System-Brakes/hydraulic steel tube. DOM—SOP 1978—July 18, 1979. Trucks. Possibility that on certain vehicles hydraulic steel brake tube connecting brake hose to left or right front top wheel cylinder may develop fracture in bend adjacent to wheel cylinder. Fracture results from periodic high stresses in tube as result of "brake chatter" which can occur during certain environmental conditions. Fractured tube will result in brake system fluid leak and loss of service braking action. This could result in vehicle crash without prior warning. (Correct by inspecting and replacing right and left front wheel brake tubes with new integral hose and tube assemblies.)
80V-015 2-19-80	GMC Chevrolet School Bus SE60	1976	6	3,580	Mfg. Campaign No. 76-C-24. System-Brakes/push rod assembly. DOM—January 2, 1976—EOP 1976. School buses. Possibility that certain vehicles were manufactured with brake pedal push rod assemblies which, after extended use, could wear causing brake push rod to disengage from Hy-Power brake booster. Wear condition results from excessive return pressure on push rod due to brake pedal return spring mistakenly installed in production. If brake push rod separates from brake booster, loss of braking capability will result and vehicle crash without prior warning may occur. (Correct by inspecting, removing brake pedal return spring and installing new brake push rod assembly.)
80V-016 2-19-80	GMC Chevrolet Medium-duty Conventional	1978 1979	6	8,474	Mfg. Campaign No. 79-C-06. System-Battery/cable. DOM—SOP 1978—June 26, 1979. Trucks. Possibility that on certain vehicles misrouting of positive battery cable may exist. As result, positive battery cable insulation could be damaged from exhaust manifold heat. Wire in cable may then contact and damage metal brake tube. A damaged tube could result in brake fluid leak and loss of braking capability. This could cause vehicle crash without prior warning. (Correct by inspecting and replacing and/or rerouting positive battery cable as required.)
80V-017 2-19-80	GMC Chevrolet Medium-Duty Conventional	1978 1979 1980	7	850	Mfg. Campaign No. 80-C-02. System-Hydraulic brakes & fire apparatus. DOM—SOP 1978—January 14, 1980. Trucks. Possibility that on certain vehicles equipped with fire apparatus, extreme heat from right side engine exhaust manifold generated during prolonged testing of fire apparatus can result in damage to brake hose at frame fitting. This condition could cause leak in right-front axle hydraulic action, which could result in vehicle crash without prior warning. (Correct by inspecting and installing exhaust heat shield at right side frame to brake hose fitting; also, replacing front brake hoses.)

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General Motors Corporation—*Continued*					
80V-049 4-22-80	Chevrolet Camaro Pontiac Firebird	1980	7	16	Mfg. Campaign No. NR. System-Vehicle capacity weight label—Federal Motor Vehicle Safety Standard No. 110. DOM—October 15, 1979. Possibility that certain vehicles may fail to conform to Standard No. 110. Tire Selection and Rims. Placard on rear edge of left door may show incorrect vehicle capacity weight instead of correct figure of 800 pounds. (Correct by inspecting and replacing incorrect labels.)
80V-108 8-14-80	Chevrolet Camaro Pontiac Firebird	1980	7	85,325	MFG. Campaign No. 80022. System-Lower control arm/steering knuckle. DOM—August 1979—February 27, 1980. Possibility that on certain vehicles the lower control arm ball joint to steering knuckle attaching nut (torque prevailing design) may not have been torqued to specifications. This could cause the nut to back off, resulting in separation of joint. Such separation while vehicle is in motion may affect vehicle directional control with possibility of vehicle crash without prior warning. (Correct by inspecting, performing a torque check of the attaching nut and tightening, if necessary; also replacing affected components if damage has occurred.)
80V-116 9-9-80	GMC C7D042 7000 Series	1980	7	1,550	MFG. Campaign No. 80-C-05. System- Battery cable. DOM—January—July 28, 1980. Trucks. Possibility that on certain vehicles the positive battery cable is misrouted which could result in cable damage due to rubbing on right front metal brake tube. The wire in cable may then contact and damage brake tube resulting in brake fluid leak and loss of braking capacity. This could cause a vehicle crash without prior warning. (Correct by inspecting and replacing or rerouting positive battery cable, as required.)
80V-125 9-22-80	Chevrolet Impala, Caprice Buick Electra Le Sabre	1981	9	4,615	MFG. Campaign No. 81C01. System-Brakes/pedal support bracket. DOM—August 14-19, 1980. Possibility that certain vehicles equipped with gasoline engines may have been assembled with a brake pedal support bracket designed for use in diesel engine equipped vehicles. The incorrect bracket can cause service brakes to remain in a partially applied position, resulting in brake overheating and reduce brake effectiveness. If condition occurs when a quick stop is required, a vehicle crash without prior warning could occur. (Correct by inspecting and replacing brake pedal support bracket, if necessary.)
80V-129 10-6-80	Chevrolet Citation Oldsmobile Omega Buick Skylark Pontiac Phoenix	1981	16	25,463	Mfg. Campaign No. 81C04. System-Power steering hose. DOM—August—September 26, 1980. Possibility that certain vehicles equipped with V-6 engines and power steering may have incorrectly routed power steering hose(s). The hose could contact exhaust manifold resulting in deterioration of hose a power steering fluid leakage onto exhaust manifold. Smoke and/or an underhood fire could then result and could cause burn injuries to vehicle occupants. (Correct by inspecting and replacing pressure hose and, if necessary, also replace return hose and inlet pipe and add clip.)

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General Motors Corporation—*Continued*					
80V-130 10-7-80	Oldsmobile Toronado	1980	7	12,362	Mfg. Campaign No. 80C13. System-Exhaust gas recirculation wiring harness. DOM—August 1979—July 1980. Possibility that on certain diesel engine vehicles a wire in the Exhaust Gas Recirculation (EGR) wiring harness can become pinched between air cleaner assembly and EGR switch mounting bracket causing an electrical short. Since fusible link designed to stop flow of current is bypassed by a wire in engine wiring harness, current will continue to draw from battery through ignition circuit. This could result in vehicle fire and burn injuries to occupants. (Correct by inspecting and rerouting EGR wiring harness and installing terminal end connector.)
80V-132 10-8-80	Chevrolet Impala Caprice Classic	1980	10	85,158	Mfg. Campaign No. 80C26. System-Tire label/Federal Motor Vehicle Safety Standard Number 110. DOM—August—October 23, 1979. Possibility that certain vehicles may contain placards on rear edge of left front door which omitted tire rim size. This does not comply with Federal Motor Vehicle Safety Standard Number 110, "Tire Selection and Rims." (Correct by inspecting and replacing labels on affected vehicles with correct labels.)
80V-135 10-9-80	Chevrolet Impala Caprice Classic	1980	9	24,719	Mfg. Campaign No. 80C27. System-Front brake pipe. DOM—August 1979—March 1980. Possibility that on certain vehicles insufficient clearance exists between front brake pipe and engine oil pan causing contact. This could result in wear of brake pipe and could cause pipe to wear through with loss of brake fluid and front brakes. A vehicle crash without prior warning could occur. (Correct by inspecting, repositioning pipe and replacing, and replacing, if necessary.)
80V-150 11-14-80	Chevrolet C-K GMC C-K	1981 1981	8	364	Mfg. Campaign No. 81C05. System-Brake pedal push rod retainer. DOM—August 18—September 13, 1980. Light duty trucks. Possibility that certain vehicles may have been assembled without retainer clip for brake pedal push rod which could allow brake pedal to become disengaged from master cylinder push rod resulting in loss of braking action. If this condition occurs while vehicle is in motion, vehicle crash could occur without prior warning. (Correct by inspecting and installing retainer clip.)
80V-153 11-17-80	Chevrolet P-30 GMC P-35	1980 1980	10	2,343	Mfg. Campaign No. 80C28. System-Rear brake hose/pipe assembly. DOM—November 20, 1979—June 30, 1980. Light duty trucks. Possibility that certain vehicles equipped with 11,000 lb. rear axles, which incorporate rear disc brakes, can experience contact between rear brake hose/pipe assemblies and axle housing with normal brake usage and rear pad wear. The abrasion associated with continued vehicle operation could cause brake hose/pipe assembly failure with loss of fluid and rear braking action. The front brake system would remain functional. (Correct by inspecting and replacing brake hose/pipe assemblies and mounting brackets.)
Gillig Corporation					
80V-011 2-14-80	Gillig School Buses	1977 1978	16	198	Mfg. Campaign No. NR. System-Seat restraining barriers/Federal Motor Vehicle Safety Standard No. 222. DOM—April 1, 1977—July 5, 1978. School buses. Possibility that on certain vehicles floor tapping strip was improperly positioned. This floor tapping strip was used to mount curb-side seat restraining barrier. If improperly positioned, floor attachment bolts might miss floor tapping strip. In the event of accident, barrier might not adequately restrain occupants of seat to rear of barrier. (Correct by inspecting and adding lock nuts to restraining barrier mounting bolts.)

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Great Dane Trailers Incorporated					
80V-057 5-5-80	Great Dane GP-42	1980	3	52	Mfg. Campaign No. NR. System—Structure frame/main beam assembly. DOM—March 1980. Trailers. Possibility that certain vehicles may contain defect in material used in main beam assembly—3/8" x 6" bottom flange. This material failed when subjected to Charpy impact test. Such failure could result in injury. (Correct by inspecting and repairing or replacing trailers as necessary.)
Grumman Allied Industries, Incorporated					
80V-025 2-29-80	Grumman Allied Kurbmaster	1979 1980	5	2,841	Mfg. Campaign No. NR. System-Structure/body. DOM—April 1979—January 1980. Trucks. Possibility that engine box on some units may have been incorrectly manufactured causing left side of engine box to protrude past toe board flange. This protrusion could hinder movement of driver's right foot from accelerator pedal to brake pedal. (Correct by inspecting and repairing if necessary with available repair kit.)
Grumman Flxible Corporation					
80V-043 4-1-80	Grumman Flxible Advance Design Transit Coaches	1979 1980	2	830	Mfg. Campaign No. NR. System-Wheelchair lifts. DOM—December 1978—April 1980. Buses. Possibility that on certain vehicles with wheelchair lifts chain drive weldment may fail under lift load allowing wheelchair platform to fall to ground. Also, tack welds on lifting arm hex head bolts may crack and top knuckle joint weldment may contain defective welds causing same condition. (Correct by inspecting critical welds on lift and repairing as necessary.)
80V-105 7-31-80	Grumman Flxible Advance Design Transit Coaches	1978 1979 1980	3	1,727	MFG. Campaign No. NR. System-Battery power cable support clamps. DOM—June 1978—June 1980. Buses. Possibility that on certain vehicles the power cable support clamps could cause abrasion and chafing of power cables. When these cables are exposed and grounded, they are conducive to excessive heat and potential fire. (Correct by inspecting and replacing clamps with improved insulating inserts, adding additional insulating covers to power feed wires and sizing down clamps for holding power feed wires stationary.)
80V-106 7-30-80	Grumman Flxible Advance Design Transit Coaches	1979 1980	3	688	MFG. Campaign. No. NR. System-Driver's barrier glazing/Federal Motor Vehicle Safety Standard 205. DOM—October 1979—July 1980. Buses. Possibility that on certain vehicles the driver's barrier glazing, located immediately to rear of driver's seat, has not been marked as required by Federal Motor Vehicle Safety Standard 205, Glazing Materials. (Correct by inspecting and affixing decals containing required data.)
Harley-Davidson Motor Company, Incorporated					
80V-009 2-7-80	Harley- Davidson 1340cc FLT	1980	3	1,343	Mfg. Campaign No. 046. System-Brakes/rear caliper casting. DOM—October 1979—January 28, 1980. Motorcycles. Possibility that on certain vehicles porosity of casting material used in rear brake calipers may alow brake fluid to seep. If seepage occurs, rear brake will lose pressure gradually, which could lead to total loss of brakes. (Correct by inspecting and replacing rear brakes caliper where necessary.)

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Harley-Davidson Motor Company, Incorporated—*Continued*					
80V-020 2-15-80	Harley-Davidson 1340cc FLT	1980	3	62	Mfg. Campaign No. 047. System-Wheel/sprocket mounting bolts. DOM—January 10, 1980. Motorcycles. Possibility that on certain vehicles hydrogen embrittlement in rear wheel sprocket mounting bolts mights cause head of bolt to break off and wedge itself between aluminum chain housing and sprocket. This may cause rear wheel to lock up at low speeds. (Correct by inspecting and replacing all five (5) rear wheel sprocket mounting bolts.)
80V-037 3-21-80	Harley-Davidson 1340cc FLT	1980	3	2,440	Mfg. Campaign No. 048. System-Ignition switch/fork lock assembly. DOM—October 19, 1979—February 20, 1980. Motorcycles. Possibility that on certain vehicles malfunction within fork lock pin return mechanism may allow fork pin to drop and accidentally engage fork lock. This could only occur during extreme left hand turns at low speed when handlebar must be physically rotated to its stop. (Correct by inspecting and replacing ignition switch/fork lock assembly, if necessary.)
80V-070 5-22-80	Harley-Davidson 1340cc FLT	1980	3	3,860	Mfg. Campaign No. 049. System-Ignition switch/fork lock assembly. DOM—October 19, 1979—April 28, 1980. Motorcycles. Possibility that on certain vehicles, adjusting screw, which mounts through fork lock lever assembly into fork lock itself, may not be fully and securely engaged. This might allow fork pin to drop and accidentally engage fork lock. This potential problem could only occur during extreme left hand turns at low speeds when handlebar itself must be physically rotated to its left stop, and only when adjusting screw becomes disengaged. (Correct by inspecting and replacing ignition switch/fork lock adjusting screw.)
80V-084 6-24-80	Harley-Davidson FXWG 1340 cc	1980	3	6,214	MFG. Campaign No. 050. System-Rear brake control mounting bolts. DOM—September 5, 1979—June 6, 1980. Motorcycle. Possibility that on certain vehicles there may be disengagement of rear brake control from vehicle under conditions of stress due primarily to length of mounting bolts. (Correct by inspecting and replacing rear brake control mounting bolts.)
80V-085 6-30-80	Harley-Davidson FLT 1340 cc	1980	3	4,690	MFG. Campaign No. 051. System-Rear wheel sprocket mounting bolts. DOM—June 1979—June 1980. Motorcycles. Possibility that on certain vehicles there may be a gradual loosening of rear sprocket bolt(s) and decreasing clamping force to adequately secure rear wheel sprocket to wheel. This could cause rear brake caliper pistons to retract resulting in a "spongy" feel in brake. Should bolt(s) disengage far enough, they may interfere with spacer plate and cause rear wheel to lock up at very low speeds. (Correct by inspecting and replacing the (5) rear wheel sprocket bolts.)
80V-126 9-19-80	Harley-Davidson FLT 1340 cc	1980	3	4,262	MFG. Campaign No. 052. System-Wheels/bearings and seals. DOM—October 1979—July 1980. Motorcycles. Possibility that on certain vehicles there was inadequate initial bearing lubrication and sealing. Depending upon the degree of insufficient bearing lubrication, riding modes and other factors, this could result in failure of front and/or rear wheel bearings. Such failure could ultimately result in lock-up of wheel. It would be preceded by an audible squeal and/or chattering of subject bearing. (Correct by inspecting and repairing or replacing bearings and seals, as necessary.)

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Hendrickson Manufacturing Company					
80V-069 5-22-80	Hendrickson Bus Chassis RE-305 4 x 2	 1977 1978 1979 1980	3	75	Mfg. Campaign No. NR. System-Rear engine axle mounting bolts. DOM—June 1977—March 1980. Buses. Possibility that rear engine chassis of buses equipped with 10" rear brakes and Mor/Ryde suspension may experience axle mounting bolt failures. These bolts clamp Mor/Ryde suspension beam and lower mounting plate to axle. This failure is result of misalignment of bolts due to unparallel surfaces of upper beam plate and lower bottom plate. Another contributing factor is absence of shear blocks to upper spacer pad. (Correct by inspecting and installing new Mor/Ryde beam assemblies, lower mounting plates, bolts, nuts and washers.)
Holiday Rambler Corporation					
80V-094 7-15-80	Holiday Rambler Monitor Holiday Ramblette Holiday Rambler	 1980	7	291	MFG. Campaign No. NR. System-Frame/undercarriage. DOM—July 14, 1979—May 1, 1980. Fifth Wheel Travel Trailers. Possibility that on certain 32, 34, 36 and 40 ft. vehicles there may be a bending of the frame near points at which undercarriage is attached to vehicle. If this bending occurs, additional damage can be done to interior and exterior structures of vehicle. (Correct by inspecting and installing additional plates where undercarriage is attached and to tie assembly together. Also, reposition shock absorbers and add two more.)
International Harvester Company					
80V-029 3-12-80	International Harvester Scout	 1980	4	1,633	Mfg. Campaign No. 80501. System-Front wheel hub and rotor. DOM—July—November 1979. Trucks. Possibility that on certain vehicles front wheel hub and rotor assembly may have some wheel mounting studs which were not seated flush with rotor face. Initial assembly torque on polycast wheels may not be sufficient to seat studs and could lead to wheel loosening. Continued operation of vehicle could allow wheel to disengage from vehicle with subsequent loss of control. (Correct by inspecting and torquing wheel lug to desired level.)
80V-030 3-12-80	International Harvester S-Series 1600 1700 1800 1900	 1979 1980	3	4,180	Mfg. Campaign No. 80502. System-Hydraulic brakes. DOM—July 1978—February 1980. Trucks. Possibility that on certain vehicles brake fluid lines which run to and from frame mounted power assist unit may be incorrectly routed resulting in lines rubbing or chaffing on fender splash shield bracket. Line could rub through and allow brake fluid loss and complete loss of service brakes. (Correct by inspecting and repositoning brake lines with clearance to splash shield bracket.)
80V-109 8-13-80	International Harvester Scout Terra Traveler Scout II SS II	 1979 1980	5	44,900	MFG. Campaign No. 80504. System-Windshield mounting/Federal Motor Vehicle Safety Standard 212. DOM—September 1978—October 1979. Trucks. Possibility that certain vehicles may not be in compliance with Federal Motor Vehicle Safety Standard 212, Windshield Mounting, as a result of improper seal cleaning or misapplication of adhesive. (Correct by inspecting and removing windshield seal lock strip. Clean, prime and add adhesive to seal and reinstall windshield lock strip.)

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International Harvester Company—*Continued*					
80V-131 10-6-80	International Harvester Scout SSII	1977 1978 1979	3	2,200	Mfg. Campaign No. 80506. System-Seat belts. DOM—May 1977—July 1979. Possibility that on certain vehicles seat belts may be cut by an inner reinforcement of the front seat frame and may sever on severe impact. This could result in inability to retain driver or passenger in vehicle on severe impact. (Correct by inspecting and applying protective covering to reinforcement edge at driver's inboard and passenger's outboard seat frame.)
80V-148 11-11-80	International Harvester Transtar CO Transtar Conv. S-Series Paystar	1979 1980	3	19,500	Mfg. Campaign No. 80507. System-Steering. DOM—August 1979—August 1980. Trucks. Possibility that on certain vehicles there is a defect in steering system where nuts which fasten the tapered tie rods ends to steering arms may not have been tightened to specified 150 ft. lbs. torque. Insufficiently tightened tie rod end nuts could progressively loosen, break off locking cotter pin, and allow tie rod to disengage from steering arm. (Correct by inspecting, removing cotter pin, and tightened nut to 150 ft. lbs. on left and right tie rod ends and restalling cotter pin.)
Mack Trucks, Incorporated					
80V-026 3-4-80	Mack WS, WL	1979 1980	1	3,300	Mfg. Campaign No. SC 125. System-Certification labels. DOM—January 1, 1979—January 15, 1980. Trucks. Vehicle certification labels were incorrectly located, resulting in non-compliance with Part 567 of certification regulations. (Correct by relocating certification labels to conform with Part 567 of regulations.)
80V-052 4-30-80	Mack F, R, U, MC	1979 1980	2	9,666	Mfg. Campaign No. SC 128. System-Tractor park valve knob. DOM—July 1979—January 15, 1980. Trucks. Possibility that certain vehicles have experienced failure of tractor park valve knob whereby knob breaks through barrel or shank at retaining pin location. This allows knob itself to completely separate from valve and renders valve inoperable. This could result in situation where vehicle could be left unattended and without parking brakes applied allowing chassis to roll away and result in vehicle crash. (Correct by inspecting and replacing suspect knob. Also, improved tooling has been implemented to assure correct hole location and stronger material is being used to correct condition.)
80V-053 4-30-80	Mack F, FC, FAP, FCA, FCS, R	1968 1969 1970 1971 1972 1973 1974 1975 1976	1	219	Mfg. Campaign No. SC 217. System-Steering arms. DOM—October 10, 1968—September 16, 1976, Trucks. Possibility that on certain vehicles steering arm (Rockwell No. 3133-A-3511) may develop cracks due to insufficient fatigue life in machined radius of taper at steering knuckle end. Continued operation could lead to steering arm failure with loss of steering control without prior warning and potential for vehicle crash. (Correct by inspecting and installing steering that have been manaflux-inspected for forging cracks and shot peened for improved fatigue life.)

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Mack Trucks, Incorporated—*Continued*					
80V-054 4-30-80	Mack R, U	1976 1977 1978 1979 1980	1	3,300	Mfg. Campaign No. SC 126. System-Steering shaft. DOM—July 1976—January 1980. Trucks. Possibility that on certain vehicles fabricated pinch bolt clamp at lower steering shaft lower yoke may not sustain clamping loads imposed when pinch bolt is torqued to specifications. Clamp can then deform, lose clamping force and dislocate pinch bolt from groove in steering gear splined input shaft and result in steering shaft disengagement. Disengagement may lead to loss of steering control without prior warning with potential for vehicle crash. (Correct by inspecting and retrofitting lower steering shaft lower yokes that provide for integral pinch bolt installation in lieu of previous separate fabricated clamp for pinch bolt.)
80V-157 11-26-80	Mack Mid-Liner MS200P (RVI)	1979 1980	2	1,992	Mfg. Campaign No. SCI 30. System-Throttle return springs. DOM—July 12, 1979—November 17, 1980. Trucks. Possibility that on certain vehicles chafing between throttle return springs and their mounting brackets may cause hook end of spring to wear prematurely and eventually break. The secondary return spring also may fail. Such a failure can cause engine to go into half throttle position, allowing the vehicle crash could occur without prior warning to driver. (Correct by inspecting and installing redesigned throttle return springs and mounting brackets for improved service life.)
80V-162 12-4-80	Mack R, RD	1980	2	1,524	Mfg. Campaign No. SC 129. System-Steering shaft. DOM—January 2—November 15, 1980. Trucks. Possibility that on certain vehicles the machine weld on upper steering shaft where female spline connects to tube assembly was misplaced and missed the seam. This condition will cause separation of steering shaft assembly and result in complete loss of steering without prior warning with potential for vehicle crash. (Correct by inspecting and replacing affected shaft with properly welded shaft.)
Midas International Corporation					
80V-007 2-8-80	Midas Series 2000	1977 1978 1979 1980	9	2,000	Mfg. Campaign No. NR. System-Seat belts/Federal Motor Vehicle Safety Standard Nos. 208 and 210. DOM—January 1977 to February 8, 1980. Motorhomes. Possibility that certain vehicles are not equipped with adequate number of seat belts for designated seating positions and are, therefore, in noncompliance with Standard 208, Occupant Crash Protection, and 210, Seat Belt Assembly Anchorages. (Correct by inspecting and installing appropriate seat belts for designated seating positions.)
Oshkosh Truck Corporation					
80V-012 2-6-80	Oshkosh B-Series	1974 1975 1976 1977 1978 1979	7	417	Mfg. Campaign No. NR. System-Windshield. DOM—August 1974—December 1979. Trucks. Possibility that on certain vehicles cracks may develop in sheet metal around windshield opening. Continued operation after cracks occur could result in progressive damage to cab which could allow windshield glass to blow inward or fall outward. This could result in injury to driver and loss of vehicle control. (Correct by inspecting and installing window retention kit.)

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Oshkosh Truck Corporation—*Continued*					
80V-078 6-16-80	Oshkosh B, F, and P Series	1978 1979	11	486	Mfg. Campaign No. NR. System—Front brake assembly. DOM—March 1978—December 1979. Trucks. Possibility that on certain vehicles front brake assemblies may have been incorrectly assembled. Vehicles are equipped with Rockwell Model RSA Stopmaster Air Brakes. This disassembly would result in lowering of brake efficiency causing increase in distance required to stop vehicle. (Correct by inspecting and installing complete new wedge assembly.)
80V-101 7-31-80	Oshkosh V-712 Chassis	1979 1980	2	44	Mfg. Campaign No. NR. System-Parking brake. DOM—March 1979—July 29, 1980. Trucks. Possibility that on certain vehicles the parking brake linkage may not exert sufficient force to hold vehicle on a grade. This can result in property damage and/or personal injury if vehicle is left unattended on a grade. (Correct by inspecting and installing new brake linkage.)
Paccar, Incorporated					
80V-034 3-20-80	Kenworth Peterbilt Trucks	1979	2	9,500	Mfg. Campaign No. NR. System—Lamps—Federal Motor Vehicle Safety Standard No. 108. DOM—March—October 1979. Trucks. Possibility that certain vehicles are in non-compliance with Standard 108 in that lenses of certain lamp assemblies are fading from required amber to white after extended exposure to sunlight. (Correct by inspecting and replacing faded lenses.)
80V-075 4-9-80	Kenworth COE	1978 1979	2	3,050	Mfg. Campaign No. NR. System—Steering arms. DOM—April 1, 1978—May 31, 1979. Trucks. Possibility that on certain vehicles manufactured with Rockwell steering arms carrying E14 heat code, the arms may have received improper heat treatment. Steering arms would have been installed on FF931-Nx28, Nx66, and Nx88 axles with integral power steering. Condition could cause steering arms to crack or break, leading to loss of steering control without prior warning. (Correct by inspecting and replacing steering arms carrying E14 heat code.)
80V-149 11-6-80	Peterbilt COE 352H	1975 1976 1977 1978 1979 1980	2	258	Mfg. Campaign No. NR. System-Power steering/drag links. DOM—October 1975—October 1980. Possibility that on certain vehicles with TRW power steering contact may occur between Pitman arm end of drag link and steering gear box. This condition can eventually lead to separation of drag link. (Correct by inspecting and replacing with a drag link which will not contact the steering gear box.)
Revcon Incorporated					
80V-022 2-18-80	Revcon Motorhomes Transcoms	1979	6	142	Mfg. Campaign No. NR. System-Drive transfer box. DOM—February 1, 1979—October 1979. Possibility that on certain vehicles output shaft of drive transfer box to which yoke is fastened may be made from incorrectly specified steel and under certain conditions shaft may shear at face of transfer box and cause propeller shaft to break free at transfer case end. If shaft does break, loss of driving power will occur immediately. (Correct by inspecting, removing, and replacing drive transfer box.)

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Shasta Industries					
80V-006 1-24-80	Shasta Travel Trailer	1979 1980	9	440	Mfg. Campaign No. NR. System-Wiring/circuit breaker. DOM—March 8—November 2, 1979. Trailers. Possibility that on certain vehicles circuit breaker protecting line from RV battery to converter may have been omitted. If electrical line from battery to converter shorts, wire may burn and cause fire. This potential fire hazard could occur without prior warning. (Correct by inspecting and adding circuit breaker.)
Sheller-Globe Corporation					
80V-004 1-14-80	Superior School Bus	1976 1977 1978	3	166	Mfg. Campaign No. NR. System-Frame/cracking. DOM—June 30, 1976—July 19, 1978. Forward control bus. Possibility that left-hand frame rail may crack, which could impair steering on vehicles equipped with Caterpillar diesel engines. Crack occurs in region of front spring hanger on left side due to stress and torque condition. (Correct by inspecting and rewelding left-hand frame rail.)
80V-018 2-21-80	Superior School Buses	1976 1977 1978	3	166	Mfg. Campaign No. NR. System-Steering. DOM—June 30, 1976—July 19, 1978. School buses. Possibility that certain vehicles may experience loss of steering control due to key working loose on connection between gear box output shaft and universal joint yoke. (Correct by inspecting and drilling a hole through universal yoke and output shaft of angle gear box, installing grade 8 bolt with lock nut and tightening securely.)
80V-093 7-17-80	Superior Conventional	1977 1978 1979	3	336	Mfg. Campaign No. NR. System-Outside rear view mirror/Federal Motor Vehicle Safety Standard 111. DOM—February 26, 1977—December 31, 1979. School buses. Possibility that on certain vehicles an outside cross-view mirror was not installed at time of manufacture. This is not in compliance with Federal Motor Vehicle Safety Standard 111. (Correct by inspecting and adding mirror.)
Sportsmobile, Incorporated					
80V-050 4-21-80	Sportsmobile	1977 1978 1979	8	113	Mfg. Campaign No. NR. System-Retainer strap for expandable top. DOM—January 24, 1977—July 8, 1979. Vans. Possibility that tops of certain vehicles with Penthouse III expandable tops may lift up when driving under certain conditions due to front retainer strap not being installed. This could in time cause failure of side retainer lock downs allowing Penthouse to rise to fully extended position. This could cause adverse handling effect of vehicle and conceivably cause crash. (Correct by inspecting and installing mechanical, over center, latch type lock to insure tight fit of Penthouse top to top of van.)
80V-063 5-20-80	Sportsmobile Penthouse III (expandable top)	1977 1978 1979 1980	10	155	Mfg. Campaign No. NR. System-Bed supports. DOM—January 23, 1977—May 1, 1980. Vans. Possibility that on certain vehicles optional accessory beds may fall to floor when used. This failure may occur due to end brackets supporting end supports of bed rails fatiguing and breaking. This could cause injury to bed occupants. (Correct by inspecting and strengthening two rear ends of bed support rails.)

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Starcraft R.V.					
80V-156 11-19-80	Starcraft Stargazer GT160, GT161, GT162, GT163, GT164, GT164XL, GT165	1980	14	370	Mfg. Campaign No. NR. System-Seats/recliner back supports. DOM—January—August 1980. Vans. Possibility that on certain vehicles front reclining pump mounting bracket may separate from tubular seat frame (due to faulty steel) creating a potential driving hazard. (Correct by inspecting and retrofittng recliner assembly.)
Thomas Built Buses, Incorporated					
80V-122 9-19-80	Thomas Minotour	1980	2	57	Mfg. Campaign No. NR. System-Seating/Federal Motor Vehicle Safety Standard No. 222. DOM—June-August 1980. School buses. Possibility that certain vehicles may contain seats improperly fastened to floor and/or seat rail of vehicle, resulting in failure to meet requirements of Federal Motor Vehicle Safety Standard No. 222. (Correct by inspecting and properly securing seats to meet requirements of Federal Motor Vehicle Safety Standard No. 222.)
80V-124 9-19-80	Thomas Minotour	1980	2	57	Mfg. Campaign No. NR. System-Emergency exit lettering/ Federal Motor Vehicle Safety Standard 217. DOM—June-August 1980. School buses. Possibility that on certain vehicles labels identifying the emergency exit were found to have been less than the two (2) inch height prescribed by Federal Motor Vehicle Safety Standard 217. (Correct by inspecting and changing lettering height to comply with Federal Motor Vehicle Safety Standard 217.)
Transportation Manufacturing Corporation					
80V-048 4-18-80	TMC T-30	1979 1980	3	193	Mfg. Campaign No. NR. System-Brake air lines. DOM—April 18, 1979—April 17, 1980. Buses. Possibility that on certain vehicles interconnecting brake air lines between foot operated brake valve and air brake system may have been connected to incorrect part of system. Defect will only show up if there is air line failure causing lose of air from either front brake air tank or rear service brake air tanks. Bus can lose its emergency brake system. (Correct by inspecting and performing proper connection of brake air lines.)
80V-113 8-25-80	TMC T-30	1979 1980	2	320	Mfg. Campaign No. NR. System-Certification/labeling-Federal Motor Vehicle Safety Standard 217. DOM—March 1979—August 1980. Vehicles fail to comply with Federal Motor Vehicle Safety Standard No. 217 by not properly displaying necessary instructions and locations for emergency exits of vehicles. (Correct by installing decals in proper locations and with correct instruction.)

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Ward Industries, Incorporated					
80V-081 6-12-80	Ward C, SC	1977 1978 1979 1980	2	56	Mfg. Campaign No. NR. System-Tire information label/Federal Motor Vehicle Safety Standard No. 120. DOM—September 1, 1977—June 12, 1980. Buses and School Buses. Possibility that on certain vehicles tire and rim size designation and cold tire inflation pressure were not furnished. (Correct by inspecting and applying properly filled out certification label over existing label.)
80V-082 6-12-80	Ward C, SC	1977 1978 1979 1980	2	115	Mfg. Campaign No. NR. System-Brake warning light/Federal Motor Vehicle Safety Standard No. 105. DOM—April 1, 1977—June 12, 1980. Buses and School Buses. Possibility that on certain vehicles brake warning light may not activate when ignition key is rotated between "on" and "start" circuit checking positions. (Correct by inspecting for proper grounding of ignition switch and grounding if necessary.)
Wayne Corporation					
80V-071 5-30-80	Wayne 600 and 700 Series Ford Chassis	1980	1	149	Mfg. Campaign No. NR. System-Emergency braking hydraulic pump motor. DOM—October 1979—April 1980. School buses. Possibility that on certain vehicles during body mounting process, which includes tapping into chassis stop light switch circuit, break occurred in circuit which provides current to emergency braking hydraulic pump motor. This could affect backup system which provide emergency stopping capability in event of failure in primary service braking system. (Correct by inspection and performing necessary repairs to chassis stop light switch circuit.)
White Motor Corporation					
80V-002 1-4-80	White RB25 Autocar KS	1979	2	20	Mfg. Campaign No. NR. System-Accelerator/Federal Motor Vehicle Safety Standard No. 124. DOM—August 30—October 31, 1979. Trucks. Possibility that on certain vehicles accelerator return spring bracket may not be properly located and may not have sufficient pre-load tension. (Correct by inspecting and replacing all accelerator return springs.)
80V-013 2-11-80	White Western Star Trucks	1979	2	47	Mfg. Campaign No. NR. System-Seats/Federal Motor Vehicle Safety Standard No. 302. DOM—October 25—November 21, 1979. Trucks. Possibility that on certain vehicles material used in seats (seat stuffing material and stitch tape) might not comply with Standard 302. (Correct by inspecting and replacing non-complying seats.)
80V-036 3-20-80	White RBW, RB2, RC2, RX2 Autocar K	1979	2	388	Mfg. Campaign No. NR. System-Accelerator-Federal Motor Vehicle Safety Standard No. 124. DOM—NR. Trucks. Possibility that on certain vehicles equipped with Kysor engine shutdown actuator, interference exists between actuator and return springs. Compliance with Standard 124 cannot be assured due to accelerator system's inability to return from full-throttle position in time allotted. (Correct by inspecting and using alternate accelerator return system design.)

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White Motor Corporation—*Continued*					
80V-059 1-4-80	White RB2 Autocar KS	 1976 1977 1978	2	3,266	Mfg. Campaign No. NR. System-By pass oil filter mounting. DOM—November 5 1976—March 1, 1978. Trucks. Possibility that on certain vehicles by-pass oil filter mounting plates are insufficiently welded to radiator frame. This could cause filter and mounting bracket to come loose, fall, and wedge itself within steering geometry and affect vehicle control. (Correct by inspecting oil filter mounting bracket welds and rewelding where required.)
80V-060 5-12-80	White RX2	 1977 1978	2	831	Mfg. Campaign No. NR. System-Frame/steering gear mounting. DOM—January 1, 1977—October 13, 1978. Trucks. Possibility that certain vehicles may fail in steering gear mounting area. Failure limits driver control of vehicle's steering system. (Correct by inspecting and reinforcing frame extensions.)
80V-115 9-4-80	White RB2, RC2, WSHL	 1978 1979	1	100	Mfg. Campaign No. NR. System-Brake/Federal Motor Vehicle Safety Standard 121. DOM—July 13, 1978—October 19, 1979. Trucks. Possibility that certain vehicles do not have a minimum air reservoir volume of 12 times the volume of the brake chambers as required by Federal Motor Vehicle Safety Standard 121, Air Brake Systems. (Correct by inspecting and increasing air volume available to brake chambers.)
80V-128 9-24-80	Autocar C9384DS DC7386DS	 1976 1977 1978 1979	2	91	Mfg. Campaign No. NR. System-Brakes. DOM—December 1976—November 1979. Trucks. Possibility that on certain vehicles during high speed full pressure brake applications, the number two steering axle may self-steer to a partial right turn configuration without driver input. (Correct by inspecting and rebalancing vehicle braking forces to eliminate self-steer condition.)
Winnebago Industries, Incorporated					
80V-055 5-7-80	Winnebago Chieftain Sunflyer	 1979 1980	4	600	Mfg. Campaign No. 19. System-Furnace shelf attachment. DOM—NR. Motor homes. Possibility that on certain vehicles inadequate securing of cabinet shelf could, if caused to settle by weight of furnace which rests upon it, separarte furnace exhaust pipe connection allowing exhaust gases to enter coach if furnace were operated. If not detected, fumes could cause asphyxiation. (Correct by inspecting and installing adequate shelf attachment screws.)
80V-056 5-7-80	Winnebago LLT	 1980	5	32	Mfg. Campaign No. 20. System-Trailer hitch and axle. DOM—NR. Travel trailers. Possibility that on certain vehicles there is inadequate distribution of weight between trailer hitch and trailer axle whereby proportion of trailer weight on hitch is insufficient to provide adequate stability while under tow. Instability could result in loss of control of towing vehicle under adnormal steering maneuvers, such as sharp turns to avoid obstacles in road. (Correct by inspecting and installing ballast weight box on tongue of trailer and by replacing tongue mounting attachment bolts with heavier ones to accommodate effects of added weight.)

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Winnebago Industries, Incorporated—*Continued*					
80V-165 12-11-80	Winnebago Type C (WD419RB) Itasco Type C (IC419RB)	 1980 1981	6	119	Mfg. Campaign No. 21. System-Oven LP gas supply line routing. DOM—August 1979—November 1980. Motor homes. Possibility that on certain vehicles which contain an optional oven an LP gas line has been improperly routed. This routing permits LP gas line to come in contact with sharp edge of forward steel oven retaining bracket. Such contact could cause undue wear and eventually a break in line which would allow LP gas to enter coach, resulting in a serious fire hazard. (Correct by inspecting and rerouting or replacing lines where necessary.)
Zieman Manufacturing Company					
80V-005 1-17-80	Zieman D2, D2W	 1979	9	30	Mfg. Campaign No. NR. System-Brakes/hitch coupler. DOM—February 1979—January 1980. Trailers. Possibility that on certain vehicles transverse pin may pull out of fixed ears at its extreme ends. This allows trailer to become separated from tow vehicle (except for trailer safety chain). (Correct by inspecting and replacing defective components.)
80V-098 7-18-80	Zieman Equipment hauling trailers	 1978 1979 1980	4	80	Mfg. Campaign No. NR. System-Wheels. DOM—October 1978— July 1980. Trailers. Possibility that on certain vehicles wheels may fail either by bending of the spider or by circumferential fatigue cracking of the hot section of the spider. (Correct by inspecting and replacing wheels on affected units.)

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Alfa Romeo, Incorporated					
80V-164 12-5-80	Alfa Romeo Spider Veloce	1977 1978 1979	11	6,412	Mfg. Campaign No. 13. System-Fuel Pump. DOM—May 1977—July 1979. Possibility that certain vehicles, under adverse conditions or high loads such as trailer towing or motor sports events combined with low levels of fuel, may experience a lack of power and stalling may occur. (Correct by inspecting and replacing fuel pump and related hardware with new pump kit.)
American Mopeds, Incorporation					
80V-161 11-19-80	Califfo Deluxe Moped	1978 1979 1980	5	2,502	Mfg. Campaign No. NR. System-Mirror/Federal Motor Vehicle Safety Standard No. 111. DOM—February 1978—November 1980. Mopeds. Possibility that certain vehicles are equipped with a mirror of incorrect size. (Correct by inspecting and replacing mirrors with mirrors which are 14.5 square inches.)
Batavus USA, Incorporated					
80V-038 3-19-80	Batavus Starflite VA and HS Regency	1978 1979 1980	8	13,799	Mfg. Campaign No. NR. System-Tire information labels-Federal Motor Vehicle Safety Standard No. 120. DOM—September 1977—March 1980. Mopeds. Possibility that certain vehicles may have been imported with no tire, rim, and inflation information on or adjacent to certification label as required by Standard 120. (Correct by inspecting and affixing label in correct place.)
BMW of North America, Incorporated					
80V-076 6-16-80	BMW 320i 320iA	1977 1978 1979	5	66,600	Mfg. Campaign No. NR. System—Accelerator/control return spring. DOM—September 1976—July 1979. Possibility that on certain vehicles two springs covered by damper sleeves of accelerator control system can change their physical properties when subjected to extremely high temperatures that can occur in engine compartment. Under these circumstances, sleeves can deform and prevent their returning throttle to idle position after release of accelerator pedal. This can result in unusually high idle speed and accident could occur. (Correct by inspecting and replacing throttle return damper sleeves with new sleeves of high temperature-resistant plastic material.)
Casal Motor Corporation, USA					
80V-166 11-25-80	Casal Futurmatic K-177	1977 1978 1979 1980	4	499	Mfg. Campaign No. NR. System-Rearview Mirrors, Tire Certification and Consumer Information/Federal Motor Vehicle Safety Standard Nos. 111 and 119; also Part 575. DOM—February 1977—November 1980. Mopeds. Possibility that certain vehicles fail to conform to the following Federal Motor Vehicle Safety Standards: No. 111, rearview mirrors; No. 119, tire certification Part 575, consumer information. (Correct by inspecting and making corrections which assure compliance with the above regulations.)

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Cycles Peugeot, U.S.A., Incorporated					
80V-096 7-23-80	Peugeot 103-U3	1977 1978 1979	13	9,541	MFG. Campaign No. NR. System-Noncompliance Federal Motor Vehicle Safety Standard 108 & 122. DOM—September 1, 1977—April 24, 1979. Mopeds. Possibility that certain vehicles are not in compliance with Federal Motor Vehicle Safety Standard Nos. 108 & 122 in that they may be capable of maximum speeds in excess of 30 m.p.h. (Correct by inspecting and modifying maximum speed by replacing inner discs in the silencer of exhaust system.)
Derbi Motor Corporation of America					
80V-163 11-25-80	Derbi Mopeds	1977 1978 1979 1980	4	2,917	Mfg. Campaign No. NR. System-Mirror/Federal Motor Vehicle Safety Standard No. 111. DOM—February 26, 1977—November 25, 1980. Mopeds. Possibility that on certain vehicles the rearview mirror does not contain a sufficient reflective area. This is in noncompliance with Federal Motor Vehicle Safety Standard No. 111. (Correct by inspecting and replacing mirror with a mirror containing 12.5 square inches of reflective area.)
Fiat Motors of North America, Incorporated					
80V-083 6-23-80	Fiat X 1/9	1979	10	13,280	Mfg. Campaign No. 131. System—Carburetor. DOM—August 1978—May 1979. Possibility that in certain vehicles under particular climatic conditions, engine hesitation may occur when restarting hot engine after being parked for short period of time. This hesitation is caused by gasoline vaporization in carburetor. (Correct by inspecting and replacing existing carburetor and cooling fan thermoswitch.)
80V-091 7-7-80	Fiat X1/9	1980	3	4,328	MFG. Campaign No. NR. System-Outside rear view mirror/Federal Motor Vehicle Safety Standard 111. DOM—NR. Possibility that on certain vehicles outside rear view mirror on driver's side may lack proper magnification in that objects viewed in this mirror may appear farther away than they would appear if viewed at their actual distance. This condition is not in compliance with Federal Motor Vehicle Safety Standard 111. (Correct by inspecting and replacing mirrors.)
Jaguar Rover Triumph, Incorporated					
80V-024 3-3-80	Jaguar XJ6	1979	3	900	Mfg. Campaign No. A252. System-Fuel/filter. DOM—July 1979—December 1979. Possibility that ignition amplifier may contact fuel filter. If this condition exists, there is risk of fuel leakage due to scoring of fuel filter. (Correct by inspecting and adjusting fuel filter brackets, and replace filter if any evidence of scoring.)
80V-107 8-11-80	Rover 3500, 1980, 5100, 5101	1980	3	1,300	MFG. Campaign No. B370. System-Brake master cylinder. DOM—June 1979—August 1980. Possibility that on certain vehicles there may be a progressive increase in brake master cylinder secondary piston travel. This would cause a decrease in efficiency of rear brakes only. (Correct by inspecting and installing new master cylinders incorporating a modified secondary piston spring.)

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Mercedes-Benz of North America, Incorporated					
80V-092 6-26-80	Mercedes-Benz L 1013	1980	7	99	MFG. Campaign No. 80-0613. System-Wheels/rim flap. DOM—July 1979—March 1980. Trucks. Possibility that on certain vehicles an incorrect rim flap has been installed which allows inner tube to protrude through rim valve opening causing a chafing and can result in a possible sudden air loss. (Correct by inspecting and replacing rim flap with proper rim flap.)
80V-160 12-1-80	Mercedes-Benz 450SE 450SEL 450SL 450SLC	1976	11	16,312	Mfg. Campaign No. 80-1133. System-Bell crank bushing. DOM—1976. Possibility that on certain vehicles the plastic bell crank bushing for the control pressure rod of the automatic transmission could deform due to high engine compartment temperatures. This could cause the control pressure rod to dislodge and could prevent the nearby engine throttle linkage from returning to the idle position. (Correct by inspecting and replacing the plastic bushing with a metal one.)
Motobecane America, Limited					
80V-097 7-23-80	Motobecane Mobylette	1975 1976 1977 1978 1979 1980	21	32,000	MFG. Campaign No. NR. System-Noncompliance Federal Motor Vehicle Safety Standard 108 & 122. DOM—July 1, 1975—June 30, 1980. Mopeds. Possibility that certain vehicles are not in compliance with Federal Motor Vehicle Safety Standard Nos. 108 and 122 in that they may be capable of maximum speeds in excess of 30 m.p.h. (Correct by inspecting and modifying maximum speed by introducing a ring wedge block in automatic gear change.)
Nissan Motor Corporation					
80V-046 4-15-80	Datsun 310	1980	3	15,019	Mfg. Campaign No. NR. System—Main shaft locking nut. DOM—October—December 1979. Possibility that on certain vehicles main shaft lock nut can come loose due to incorrect torquing operation during assembly. This can lead to difficulties in shifting. If lock nut comes completely loose on main shaft, it could cause greatly increased internal friction in transmission. In extreme cases, transmission could become totally inoperable. (Correct by inspecting and performing required torquing of locking nut.)
80V-112 8-27-80	Datsun S110	1980	4	39,382	MFG. Campaign No. NR. System-Fuel system/Carburetion. DOM—March 1979—May 1980. Possibility when primary throttle valve opens 35, the secondary throttle valve is opened by a linkage which is connected to the primary throttle valve. When driving under extremely low temperature conditions in an operation mode where the secondary valve is not opened, moisture contained in EGR gas, moving slowly through throttle chamber, may frost and congeal on inner surface of throttle chamber behind secondary throttle valve. As engine cools below freezing, ice can accumulate at bottom of throttle chamber. However, when secondary throttle valve is moved, it is possible for a piece of ice to break off and catch between secondary valve plate and accumulated ice. This causes secondary valve to remain partially open. (Correct by inspecting and installing throttle chamber heater kit at no cost to consumer.)

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Nissan Motor Corporation, USA—*Continued*					
80V-151 9-22-80	Datsun PL510 Sedans	1971 1972 1973	5	118,898	Mfg. Campaign No. NR. System-Fuel return line plug. DOM—August 1970—July 1973. Possibility that a rubber plug and clamp used to close off the return line at the fuel line bead may deteriorate and crack. This would occur in some environments with high ozone content combined with high ambient temperature and low humidity. Should a crack develop, it could result in fuel leaking into the rear seat area creating gasoline fumes and a fire hazard condition. (Correct by inspecting and installing new plug and clamp.)
Peugeot Motors of America, Incorporated					
80V-110 8-25-80	Peugeot 504 Sedan Station Wagon	1979 1980	2	10,000	MFG. Campaign No. NR. System-Electrical/air-conditioning. DOM—July 23, 1979—August 25, 1980. Possibility that dealer installed air conditioner may develop a short circuit in wiring. The wire from fan motor to resistor may contact and chafe against frame. This could cause resistor heat buildup melting wire insulation resulting in smoke and possible fire. (Correct by inspecting and modifying wiring to preclude possibility of shorting.)
Renault USA					
80V-041 3-31-80	Renault Le Car	1980	9	150	Mfg. Campaign No. NR. System—Hand brake. DOM—December 1979—January 1980. Possibility that on certain vehicles hand brake, when fully applied, may disengage should downward pressure be applied to top of lever. This is due to mismatched or improper machining of hand brake ratchet and plunger. (Correct by inspecting and replacing plunger and ratchet.)
80V-118 9-15-80	Renault R-1348 R-1358	1981	4	3,825	MFG. Campaign No. NR. System-Air conditioning wiring and ignition circuit. DOM—SOP—September 15, 1980. Possibility that certain vehicles may have been assembled with an air conditioning wiring harness that could provide power to ignition circuit with key in off position. (Correct by inspecting and modifying existing wiring; also adding a circuit breaker in modified circuit.)
80V-119 9-15-80	Renault R-1348 R-1358	1981	4	750	MFG. Campaign No. NR. System-Cruise control. DOM—SOP—September 15, 1980. Possibility that on certain vehicles the cruise control actuation chain may catch on carburetor hardware and cause throttle plate to remain in partially open position. (Correct by inspecting and installing a protective plate between cruise control actuation chain and throttle plate shaft.)
80V-127 9-24-80	Renault R5	1980	3	6,500	MFG. Campaign No. NR. System-Spare tire restraint. DOM—August 1979—June 1980. Possibility that on certain vehicles, equipped with air conditioning, the spare tire may be thrown into passenger compartment in a crash. This tire is stored on the floor in the cargo area and is held in place by a bungee cord and metal clip which is riveted to the cargo floor. These rivets may fail in a crash. (Correct by inspecting and installing an additional spare tire retaining bracket.)

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Rolls-Royce Motors International					
80V-066 5-23-80	Rolls-Royce Silver Shadow Silver Shadow II Long Wheelbase Saloon Silver Wraith Corniche Convertible Corniche Coupe Camargue	1975 1976 1977 1978 1979 1980	3	6,030	Mfg. Campaign No. NR. System—Hydraulic brake hoses. DOM—August 1974—May 1980. Possibility that on certain vehicles there may be excessive heat underhood due to catalytic converters causing abnormal degrading of hydraulic brake hoses. This excess heat can result in failure of brake hoses. (Correct by inspecting and replacing all hydraulic brake hoses and installing heat shield to protect brake hoses.)
Saab-Scania of America, Incorporated					
80V-123 9-19-80	Saab 99, 900	1980	4	15,213	MFG. Campaign No. M-48. System-Electric fuel pump. DOM—September 1979—July 1980. Possibility that on certain vehicles the mounting collar for the electric fuel pump, which is submerged in the fuel tank, could partially detach from the top of tank and cause a potential for fuel leakage. (Correct by inspecting and replacing metal pump support basket with an improved version and reinstalling the assembly being careful of positioning and tightening of external clamp.)
Subaru of America, Incorporated					
80V-077 6-16-80	Subaru Hardtop Hatchback 4-Door Sedan Station Wagon	1980	6	71,683	Mfg. Campaign No. NR. System—Windshield wiper. DOM—September 1979—February 26, 1980. Possibility that on certain vehicles if wiper motor is switched on at a time when wiper blades are frozen to windshield, drive link which connects wiper motor to right-hand wiper pivot may become bent. When this occurs, plastic bearing, which is snap-on device, fitting over ball joint on drive motor, may pull off ball and disengage wiper system making both wipers inoperative and visibility will be impaired. (Correct by inspecting and installing newly designed master link in windshield wiper system.)
Suzuki Motor Company					
80V-047 4-11-80	Suzuki LJ80, LJ80V, LJ81	1980	15	756	Mfg. Campaign No. NR. System—Alternator V-belt pulleys. DOM—December 1979—February 1980. Possibility that on certain vehicles flawed alternator V-belt pulleys were installed. Flaw could cause cracking and possibly breakage of pulley. A broken piece of pulley may cause damage to other parts of engine and also cause V-belt to stop driving alternator, water pump and cooling fan which may result in engine overheating and severe engine damage with continued operation. A broken piece of pulley could strike a person and cause bodily injury. (Correct by inspecting and replacing alternator pulley.)

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Toyota Motor Company					
80V-028 3-12-80	Toyota Corolla Sedan	 1977 1978 1979	4	79,392	Mfg. Campaign No. NR. System-Steering gear box worm/lock nut. DOM—May 1977—October 1978. Possibility that during process of assembling component, lock nut was mistakenly not torqued on steering gear box worm gear bearing adjustor. Consequently, worn gear adjustor may have become loose due to excessive pressure from repeated hard steering operation. When bearing adjustor is loose, because lock nut is functioning inadequately, free play of steering gear would hence increase and cause steering instability. (Correct by inspecting and torquing nut where necessary.)
80V-045 4-10-80	Toyota Celica Corona Corolla Truck	 1980	4	98,493	Mfg. Campaign No. NR. System—Alternator pulley. DOM—December 19, 1979—February 18, 1980. Possibility that on certain vehicles alternator pulley may break while driving resulting in drained battery and/or overheating. Pulley parts which break off may scatter and cause bodily injury. (Correct by inspecting and replacing alternator pulleys.)
Volkswagen of America, Incorporated					
80V-035 3-20-80	Volkswagen Rabbit Scirocco	 1975 1976 1977 1978 1979	3	140,000	Mfg. Campaign No. EQ. System-Fender opening for antenna cable. DOM—1975—1979. Possibility that on certain vehicles equipped with automatic transmission hole in fender apron through which antenna cable is routed is not properly sealed. This could allow splash water from front tire to enter passenger compartment and fuse relay board, causing corrosion buildup at terminals. Water could cause starter to activate accidentally, exhausting battery and preventing restarting. Also, parking lights or emergency flashers would be inoperative posing safety hazard. (Correct by inspecting and properly sealing radio antenna holes; also checking fuse relay board and associate components for corrosion and replacing them where necessary.)
80V-080 6-17-80	Volkswagen Vanagon	 1980	3	2,287	Mfg. Campaign No. ES. System—Heater exhaust pipe. DOM—July 1979—February 1980. Van. Possibility that on certain vehicles there is defect in auxiliary heater exhaust pipe. This applies to vehicles equipped with open exhaust pipe, which is mounted in downward position. In event vehicle is parked in area with dry material (grass) beneath car, it is possible that downflow exhaust could reach material and in extreme cases be ignited and burn. (Correct by inspecting, removing existing pipe and installing modified pipe with shield.)
80V-140 10-15-80	Volkswagen Jetta	 1981	3	3,200	Mfg. Campaign No. EV. System-Tire Label/Federal Motor Vehicle Safety Standard No. 110. DOM—January—October 5, 1980. Possibility that on certain vehicles the tire selection labels do not conform to the requirements of Federal Motor Vehicle Safety Standard No. 110, Tire Selection and Rims. (Correct by inspecting and affixing proper labels.)
80V-146 11-3-80	Volkswagen Dasher Audi 4000	 1980 1981 1981	2	3,200	Mfg. Campaign No. EW and FG. System-Front brake calipers. DOM—August 9—October 20, 1980. Possibility that on certain vehicles brake calipers have porous spots on interior surface of the threaded hole for the brake hose which may have developed during the moulding process. The porous spots will allow brake fluid to seep out of the calipers during heavy brake application. Prolonged seepage will eventually reduce the brake fluid level in the reservoir and consequently may lead to a complete brake failure. (Correct by inspecting and performing the necessary corrections.)

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Volkswagon of America,—*Continued*					
80V-155 11-19-80	Volkswagon Jetta	1981	3	25	Mfg. Campaign No. EX. System-Front axle bolt lock washer. DOM—October 22—November 6, 1980. Possibility that on certain vehicles the lock washer for the two (2) bolts holding the left and right axle strut to the axle bearing housing, as well as the bolt holding the wishbone to the crossmember, may be too brittle. This could lead to breakage due to excessive formation of carbon. Should this happen, the attachment bolt/nut would lose its proper torque. (Correct by inspecting and replacing the lock washers.)
Volvo of America Corporation					
80V-021 2-22-80	Volvo F613	1977 1978	2	350	Mfg. Campaign No. NR. System-Steering/rusted splined joints. DOM—March 1977—January 1978. Trucks. Possibility that certain vehicles, if operated in extreme conditions of high humidity, salt and dirt, can sustain rusting of splined section of upper steering shaft. If this occurs, stress and unacceptable motion between steering column universal joint connection and input shaft of steering gear could damage connection. This could lead to loss of steering control. (Correct by inspecting and equipping vehicles with grease fitting on splined section of upper side of universal joint.)
80V-087 7-7-80	Volvo F-716	1979 1980	3	382	MFG. Campaign No. NR. System-Steering gear box mounting bolts. DOM—September 1978—October 1979. Trucks. Possibility that on certain vehicles the steering gear box has been installed using mounting bolts which are too long in relation to the available hole depth in steering gear box. If this condition exists, continued operation could result in steering gear box coming loose from its bracket resulting in inaccurate steering. This could lead to a loss of steering control. (Correct by inspecting and replacing steering gear mounting bolts with bolts of the correct length.)
Yamaha Motor Corporation, U.S.A.					
80V-040 3-28-80	Yamaha XS750 SE XS650 SE XS400 E XS750 SF XS650 F XS650 SF XS650-2F XS400 F XS400-2F	1978 1979	3	114,375	Mfg. Campaign No. NR. System—Fuel petcock/fuel line. DOM—March 1977—December 1978. Motorcycles. Possibility that defect exists in fuel petcocks. Component controls fuel supply from gas tank to carburetor. Fuel petcock contains rubber bellows or diaphram and in event hole develops in this material, fuel may be misdirected and manifest itself in fuel leak in fuel petcock housing. It is possible that fire could result from leak. (Correct by inspecting and replacing petcocks where necessary.)
80V-058 5-9-80	Yamaha SR250G	1980	3	17,500	Mfg. Campaign No. NR. System—Rear swing arm. DOM—January—May 1980. Motorcycles. Possibility that if certain vehicles are subjected to extraordinary braking conditions or severe operator abuse, rear swing arm, which supports rear wheel, could be bent. Bent rear swing arm could contribute in reducing effective operation of vehicle. (Correct by inspecting and replacing original swing arm with arm not subject to this possible defect.)

NHTSA Ident. No. / Date of Co. Notification	Make and Model	Model Year	No. of Pages on file	No. of Vehicles Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
Yamaha Motor Corporation, USA—*Continued*					
80V-068 5-20-80	Yamaha XT250G	1980	2	7,000	Mfg. Campaign No. NR. System—Brake shoes and linings. DOM—December 1979—April 1980. Motorcycles. Possibility that on certain vehicles brake linings could separate from brake shoes due to insufficient brake lining bonding. This could result in reduction in braking performance and contribute to unsafe operating condition. (Correct by inspecting and replacing original brake shoes with shoes not subject to possible defect.)

NHTSA Ident. No. / Date of Co. Notification	Component Model or Size Designation	No. of Pages on file	No. of Components Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
Applied Power, Incorporated				
80E-018 8-15-80	Battery Charger 39-100, 85-900	15	35,000	Possibility that an adhesive clip which holds the wire bundle within your charger to interior of charger case could fail which could allow a 120 volt wire to come in contact with rectifier. If this were to happen, under conditions of extreme use the rectifier could heat to the point where it melts the insulation of the 120 volt wire causing a short between the primary and secondary circuits of charger. If this occurs, 120 volts will enter battery clamps and any conductive metal objects (including vehicle) to which battery clamps might be attached or connected and this would present a potentially fatal shock hazard. (Correct by inspecting and making necessary repairs to charger.)
Bendix Corporation				
80E-015 7-7-80	Lugs Air brake valve treadle mounting plate lugs	2	1,579	Possibility that there is a crack in treadle pivot shaft mounting plate lugs which attaches directly to foot valve. Failure of lugs could lead to treadle separation and operator's inability to control braking through foot valve. Such failure can result in vehicle crash without warning. (Correct by inspecting and replacing mounting plate and lugs.)
Borg-Warner Corporation				
80E-016 7-18-80	Transfer Case Four Wheel Drive Transfer Case—Output shaft retaining nut.	2	14,442	Possibility that the nut holding front and rear drive shaft yoke to the Transfer Case may lose retaining torque. When this occurs, the nut becomes loose and may back off output shaft thus potentially allowing drive shaft to disengage. (Correct by inspecting and replacing existing output shaft nut with mechanically retained nut and washer.)
Century Product, Incorporated				
80E-024 9-29-80	Child Car Seat Safe-T-Rider	2	7,000	Seat fails to comply to Federal Motor Vehicle Safety Standard No. 213. The adjustment slide on the auxiliary harness allows horizontal movement of greater than 12 inches when tested under a static load of 1,000 lbs. (Correct by inspecting and replacing auxiliary harness for each car seat.)
Cragar Industries, Incorporated				
80E-027 10-17-80	Wheel 15X10SST Road Wheel	4	517	The welds attaching the center member to the rim may have penetrated the rim material thickness to an unacceptable depth leaving an undercut at the point of attachment. If this condition exists, a separation in the rim material at the point of attachment of center member to rim can occur. (Correct by inspecting and replacing wheels where necessary.)
Dana Corporation				
80E-007 4-2-80	Power Take-Offs S380A, 41A, 42A	4	1,237	Power take-offs with air shift assemblies. Possibility that due to current design shift fork being assembled with shift indicator system, when power take-off unit was engaged dashboard light would momentarily flash, then go off, indicating that power take-off was not engaged, when in fact power take-off could be in gear. (Correct by inspecting and replacing power take-off units with air shift assemblies which contains misassembly components.)

NHTSA Ident. No. / Date of Co. Notification	Component / Model or Size Designation	No. of Pages on file	No. of Components Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
Dana Corporation—*Continued*				
80E-019 9-2-80	Power Steering Valve G 21	7	36,558	Power Steering Valve. Possibility the torque utilized to connect the drag link adaptor to valve housing, with lock ring between them, was not changed at the time the lock ring was redesigned. The new design lock ring absorbs a portion of torque applied, which may result in insufficient torque being passed through to connect the drag link adaptor to valve housing. If insufficient torque is loaded into valve housing, the drag link adaptor threads may wear and ultimately become disengaged from valve housing. Should the connection fail, the result is a loss of steering control of vehicle. (Correct by inspecting and retorquing valve to proper torque.)
80E-023 9-22-80	Ball Joint Assembly JB-538 JB-587	8	35,411	Ball joint assemblies may have been assembled and shipped with an incorrect castellated nut threaded on the ball stud portion of ball joint. If the subject ball joint assemblies are installed in vehicle using the incorrect castellated nut, it is possible that the cotter pin hole in the ball stud portion of the ball joint will not properly align with slots in the castellated nut. The castellated nut may not be thick enough, and when tightened, may be below the cotter pin hole. This condition will not allow the cotter pin to be correctly inserted into the ball stud so that it can engage sufficiently into the slots of the castellated nut. This condition could cause improper alignment of vehicle and stripping of threads on the castellated nut allowing connection of ball joint to steering knuckle to separate, and lower part of wheel assembly would collapse. (Correct by inspecting and installing proper castellated nut.)
Double Eagle Lubricants, Incorporated				
80E-011 5-14-80	Brake Fluid Crest Hi-Temp Heavy Duty DOT-3 Lot No. 42	3	127,224 12 oz. cans	Brake fluid failed to conform to Federal Motor Vehicle Safety Standard No. 116. Tests showed brake fluid exceeded allowable amount of evaporation. (Correct by replacing fluid or refunding purchase price for fluid in stock.)
Fram Corporation				
80E-008 4-3-80	Fuel Filter G22A	12	31,200	Possibility that hoses packaged with filter units are incompatible with gasoline and have been found to deteriorate and smell when exposed to gasoline causing filter to leak. (Correct by replacing defective filter units at no cost to consumers.)
Fulton Manufacturing Corporation				
80E-010 5-13-80	Coupler Class I Trailer Hitch Coupler	6	58,610	Couplers or repair kits were assembled or packaged with nut which may have been cracked all the way through, parallel to hole-centerline of such nut. In event that cracked nut works loose, coupler may disconnect from ball of towing vehicle. Condition could result in unstable operation of towing vehicle with possible vehicle crash. (Correct by inspecting and replacing nut on coupler where found necessary.)

NHTSA Ident. No. / Date of Co. Notification	Component Model or Size Designation	No. of Pages on file	No. of Components Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
General Motors Corporation–Detroit Diesel Allison Division				
80E-006 3-27-80	Transmission HT-700, CLBT-750, V-730	15	364	Manufactured 1-1-79—4-30-79. Detroit Diesel Allison transmissions installed in GMC trucks and coaches. Possibility that transmissions were assembled with improperly machined forward clutch housings. Resulting incorrect ball check valve seat angles in pressure exhaust ports may prevent complete oil evaluation from piston area. This condition may allow vehicle to move forward even when selector level is in neutral position. (Correct by road testing and reworking forward clutch housing where found defective.)
GS Industries, Incorporated				
80E-028 12-23-80	Aluminum Body A-12	5	124	Possibility of a separation or breaks in certain of the aluminum sills around the weld at the joint where the sill and stringer are joined. If this condition exists, the body could become detached from the chassis posing a potential hazard to persons and property. (Correct by inspecting and drilling holes in sill and stringer and attaching the brace by bolts.)
Harley-Davidson Motor Company, Incorporated				
80E-012 5-14-80	Rear Brake Master Cylinder Assembly Part No. 42415-79	1	306	Brake master cylinder assemblies for motorcycles. Possibility that use of non-specified material in plastic piston of master cylinder assemblies may allow water absorption to greater degree than material specified by Harley-Davidson. Depending upon moisture content of brake fluid, plastic piston made of this non-specified material, in isolated instances, might stick in master cylinder piston bore. (Correct by inspecting cylinders and return all suspect assemblies to Harley-Davidson.)
Indiana Mills and Manufacturing, Incorporated				
80E-022 9-15-80	Seat Belt Model 12000 NL	6	2,636	Possibility that push button on seat belt buckle could break through thus making it difficult or impossible for vehicle occupant to release himself from seat belt assembly. (Correct by inspecting and replacing the suspect seat belt assembly.)
Kelsey-Hayes Company				
80E-013 6-17-80	Wheel 15 × 6	2	56	Wrong size wheels having lower load carrying capacity were inadvertently mounted on trailers resulting in overloading which can cause rim material separation in bead seat area, loss of air and possible separation of tire and rim from trailer. (Correct by inspecting and replacing 15 × 5 with proper size 15 × 6 wheels.)
Konalrad Products				
80E-001 1-11-80	Brake Fluid K-8220 K-8221 Snap Brand	8	1,398	Hydraulic brake fluid failed to conform to Federal Motor Vehicle Safety Standard No. 116. The specific failure to meet Standard 116 was percentage loss of evaporation. (Correct by recalling brake fluid in question.)

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Lafer Sales Corporation				
80E-009 4-21-80	Windshield Kit Car	3	50	Nonconformance to Federal Motor Vehicle Safety Standard No. 205, Glazing Materials. Non-conformance consists of failure of windshield to be fabricated of AS-1 laminated glazing material. Instead, windshield was fabricated of tempered glazing material. (Correct by inspecting and replacing windshield with glazing material that meets requirements of Standard No. 205.)
LaSalle-Deitch Company, Incorporated				
80E-021 9-3-80	Axle BT-66/53 Idler Axle	9	40	Possibility of failure of weld jointing spindle to axle. If this condition exists, it could cause wheel, tire and axle hub to separate from camper without prior warning. Also, potential for a vehicle crash exists. (Correct by inspecting and replacing with new axle.)
Leggett and Platt, Incorporated				
80E-002 1-17-80	Seat Belt Bracket Kit No. 5164	4	3,200	Failure of combined assembly of No. 5193 seat belt bracket and No. 5298 seat pedestal to withstand simulated test loads specified in Federal Motor Vehicle Safety Standard Nos. 207 and 210. Failure may occur in aluminum castings forming base of pedestal or swivelling portion of pedestal. (Correct by inspecting and recommending anchoring seat belts to floor utilizing bolts originally provided by vehicle manufacturer.)
Maremont Corporation				
80E-003 1-23-80	Heat shield Exhaust pipe extension, grass shield.	3	49	The heat (grass) shield which is clamped to bottom of exhaust pipe was omitted from pipes shipped to distributors. This shield serves to minimize any danger that exhaust pipe could ignite dry grass or other flammable vegetation. (Correct by inspecting and either replacing exhaust pipe or installing heat shield.)
Microdot Products				
80E-004 2-4-80	Turn Signal Flashers 552/536	6	108,000	Turn signal flashers failed during durability phase in testing required under Federal Motor Safety Standard No. 108. (Correct by repurchasing all defective flasher units.)
NSK Warner Kabushiki Kaisha				
80E-026 10-16-80	Seat Belt ZD, ZE, ZF, ZM	5	130,000	Possibility that certain seat belts with buckle and tongue combinations may unlatch under dynamic belt loading. (Correct by inspecting and replacing the buckle portion of the seat belt assemblies.)
Philips Industries, Incorporated				
80E-025 10-1-80	Wheel 16.5 x 9.75 8 Bolts	9	371	Possibility that wheels may fail either by bending of the spider or by circumferential fatigue craching of the hat section of the spider. This could result in vehicle crash without warning. (Correct by inspecting and replacing wheels as required.)

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Radiator Specialty Company				
80E-029 12-5-80	Brake Fluid M43-40, DOT-3	16	360	Brake fluid failed to meet the requirements of Federal Motor Vehicle Safety Standard No. 116. Laboratory tests determined that the contaminated fluid was an engine cleaning compound. (Correct by recalling all brake fluid manufactured during the period of early September 1980.)
Thermo King Corporation				
80E-017 8-20-80	Fuel Tank 22" diameter fuel tank	2	28,000	Possibility that the mounting hardware for fuel tank use to operate refrigeration equipment may fail. A number of band assemblies and brackets have been found to be cracked or fractured. (Correct by inspecting and replacing band assemblies and brackets where necessary.)
Truck-Lite Company, Incorporated				
80E-014 6-26-80	Rear Lamp Combination rear lamp	4	50,000	Lamp and grommet rotation can result in lamps exceeding maximum taillight candlepower limits of Federal Motor Vehicle Safety Standard No. 108. If condition exists, combination rear lamps fail to meet requirements of Standard No. 108. (Correct by inspecting and installing metal locking clips as directed in instructions furnished with locking clips.)
Unarco Industries, Incorporated				
80E-005 2-15-80	Rear Lamps 910, 950, 910R and 950R	9	63,324	Possibility that combination rear lamps (stop and tail) may develop heat distortion in bulb socket, creating movement of bulb filament(s) from their designated locations. Lamps fail to conform to Federal Motor Vehicle Safety Standard No. 108. (Correct by inspecting and installing replacement socket kit.)
Vetter Corporation				
80E-020 9-2-80	Saddle Bag Honda CB 900 Sport Saddle Bag Kit	10	614	Possibility the Lefthand Mounting Frame Assembly (which the Saddlebag attaches to) may come in contact with rear brake caliper which may result in failure of rear brake, if there is not ample clearance between the caliper and hardware and/or Saddlebags. (Correct by inspecting and redesigning mounting assembly to allow ample clearance.)

MOTOR VEHICLE TIRE RECALL CAMPAIGNS

NHTSA Ident. No. / Date of Co. Notification	Component Model or Size Designation	No. of Pages on file	No. of Components Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
Armstrong Rubber Company				
80T-018 9-25-80	C.B.I. Hertiage L78-15 2+2 Polyester/ Fiberglass	2	988	Size L78-15 2+2 bias belted Polyester/Fiberglass. Tires failed to pass the endurance requirements of Federal Motor Vehicle Safety Standard No. 109. (Correct by inspecting and replacing the suspect tire within 60 days from date of notification at no cost to the consummer.) D.O.T. IDENT. CVV3WW3280 3290 3300
B. F. Goodrich Company				
80T-014 8-18-80	Goodrich T125/80D16	1	3550	T125/80D16 load range "B" B. F. Goodrich Mini-Spare tire. Tires may not meet minimum endurance requirements specified in Federal Motor Vehicle Safety Standard No. 109. The suspect tire may develop separation in upper sidewall area causing loss of inflation pressure. (Correct by inspecting and replacing tire within 60 days of notification at no cost to the consumer.) D.O.T. IDENT: BHWLH91409 through 1449
Cooper Tire and Rubber Company				
80T-004 2-22-80	Cooper Super Roadmaster 78 Belted Super RS 78 Belted Dean Super Road Hauler Belted Hercules Hercu-mile 78 Belted	32	1,650	Tubeless H78-15LT six-ply nylon/nylon belted 78 series highway light trucks. Possibility of tread separations due to void areas created by undercure conditions. Surveillance testing shows that tires might develop separation in tread area. Loss of air might result in loss of steering control and vehicle crash. (Correct by inspecting and replacing tire with new tire within 60 days from date of notification at no cost to consumer.) DOT IDENTIFICATION Cooper-Super Roadmaster UT7DCCC-379 through 419 Cooper-Super RS UT7DBCW-399 and 409 Dean-Super Hauler UT7DDBD-399 and 409 Hercules-Hercumile UT7DHDU-379 through 419
80T-010 4-18-80	Cooper 9.50-16.5 Hercules 9.50-16.5 Dean 9.50-16.5	25	154	9.50-16.5, 8PR (Load Range D) Cooper Super Traction Tread. 9.50-16.5, 8PR (Load Range D) Hercules HDTL Tubeless. 9.50-16.5 8PR (Load Range D) Dean Super Traction Hauler. Possibility tires might develop separation in tread area during surveillance testing. Condition could cause ply cords to break and tubeless liner to tear and lose inflating air. Loss of air might result in loss of vehicle control. (Correct by replacing tire within 60 days from date of notification at no cost to consumer.) D.O.T. IDENT Cooper-UTXLCDB-020 Hercules-UTXLHEH-020 Dean-UTXLDC3-020

MOTOR VEHICLE TIRE RECALL CAMPAIGNS

NHTSA Ident. No. / Date of Co. Notification	Component Model or Size Designation	No. of Pages on file	No. of Components Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
Cooper Tire and Rubber Company—*Continued*				
80T-012 8-8-80	Atlas Tubeles 12-15LT Load Range C	5	158	Atlas Big Trail M/S Tubeless, 12-15LT, 6PR, nylon, mud and snow light truck tires. Possibility tires were produced with improper ply turn-up heights. This condition can result in separation in lower sidewall areas when run overloaded or underinflated. Continued use may result in loss of inflating air and cause loss of steering control and vehicle crash could occur. (Correct by inspecting and replacing tire at no cost within 60 days from date of notification.) D.O.T. IDENT: UPAPADX *100 *110 *120 *130 Note: The * in the above serials will be 2, 3, 4, 5, or 6. (This is the Atlas daily serial.)
80T-016 8-19-80	Cooper 7.50R16-8PR	12	264	7.50R16LT-8PR Tube-type Highway Super Road Service Radial LT (Load Range D). Tires were erroneously molded as tubeless and were designed as tube-type. Should these tires be placed in service as tubeless, they might develop separation in tread area. (Correct by inspecting and replacing within 60 days from date of notification at no cost to consumer.) D.O.T. IDENT: UPWYCJ2240 2250 2280 2290
80T-017 8-27-80	Cooper Giant Roadmaster Hercules Saftipreme Dean Fayette P-20 Falls Persuader	33	180	L78-15 4PR Tubeless Highway bias passenger car tires. Tires may develop a separation in shoulder area prior to completion of the required Federal Motor Vehicle Safety Standard No. 109 high speed compliance testing. (Correct by inspecting and replacing tire at no cost to consumer within 60 days from date of notification.) D.O.T. IDENT: Cooper—UPV3JAF290 Hercules—UPV3HAU290 Dean—UPV3DAW290 Falls—UPV3FAM290
80T-022 11-10-80	Cooper 9.50-16.5	9	70	9.50-16.5 LT 8 ply rating tubeless tires. Cooper Super Traction Tread. Tires failed to meet requirements of Federal Motor Vehicle Safety Standard No. 119. Under special testing the sidewall rubber in the bead areas of the tire cracked and bulged. If this condition is not detected, the tubeless liner will tear and lose the inflating air. Loss of air might result in loss of vehicle control and vehicle crash could occur. (Correct by inspecting and replacing tire at no cost to consumer within 60 days from date of notification.) DOT IDENT. UPXLCDB380

NHTSA Ident. No. / Date of Co. Notification	Component Model or Size Designation	No. of Pages on file	No. of Components Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
Cooper Tire and Rubber Company—*Continued*				
80T-023 11-10-80	Atlas 10.00-20 Atlas Super Road Dean 10.00-20 Super Road Hauler Falls 10.00-20 Master Craft	21	547	Atlas, Dean and Falls tires size 10.00-20 Load Range "F". Tires were produced with improper ply turn-down endings. Subsequent testing indicated that these tires might develop flex breaks in the lower side-wall areas when run overloaded or underinflated. Continued use in this condition may cause ply cords to break, the tube tear, and lose the inflating air. Loss of air might result in loss of steering control and vehicle crash occur. (Correct by inspecting and replacing tires within 60 days from date of notification at no cost to the consumer.) DOT IDENT. Atlas-UP2JAA310; 320; 330; 340 Dean-UP2JDCU280; 290; 300; 310; 320; 330; 310 Falls-UP2JFCJ280; 290; 300; 310; 320; 330; 340
Firestone Tire and Rubber Company				
80T-011 7-16-80	Firestone Union K-Mart Wards Atlas National All sizes	38	5,120,000	Firestone 5 rib and 7 rib 500 Steel Belted Radial, K-Mart Radial 40, Ward's Grappler II, Atlas Goldenaire II, National Steel Belted Radial. Failure of the tire can result in a loss of air with a possible loss of vehicle control which may result in vehicle crash and injury. (Correct by replacing tire under term listed in the notification.)
80T-019 10-1-80	Tire and Battery 9.00-20	2	73	9.00-20 Multi Mile Super Hiway 10 ply Rating Nylon Tube Tires. Tires fail to comply with strength requirements of Federal Motor Vehicle Safety Standard No. 119. The noncompliance is attributed to the use of lower strength than specified fabric in the top ply of the tire body. (Correct by inspecting and replacing tire within 60 days from date of notification without cost to the consumer.) DOT IDENT. VH2FP21320; 330
80T-021 11-6-80	Firestone 9.00-20	1	50	9.00-20 Transport 1, Ld, Range E, 10 ply rating Nylon Tube Type. Tires fail to comply with tire marking requirements of Federal Motor Vehicle Safety Standard No. 119. (Correct by inspecting and replacing tires within 60 days from the date of notification at no cost to consumer.) DOT IDENT. VA2FCPM390 VA2FCPM400
General Tire and Rubber Company				
80T-002 1-25-80	Summit 9.50-16.5	1	252	9.50-16.5 LRD Summit traction tires. Tires fail to comply with endurance aspect of Federal Motor Vehicle Safety Standard No. 119. (Correct by inspecting and replacing tires within 60 days from date of notification at no cost to consumer.) DOT IDENTIFICATION ABXL7CC499
80T-003 1-30-80	General 9.50-16.5	1	224	9.50-16.5LR E gripper tires. Tires fail to comply with endurance test of Federal Motor Vehicle Safety Standard No. 119. (Correct by inspecting and replacing tires within 60 days from date of notification at no cost to consumer.) DOT IDENTIFICATION AAXL783449

NHTSA Ident. No. / Date of Co. Notification	Component / Model or Size Designation	No. of Pages on file	No. of Components Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
General Tire and Rubber Company—*Continued*				
80T-007 3-6-80	General 9.50–16.5	1	327	9.50–16.5LR D Jumbo power jet commercial BSW tires. Tires failed to comply with endurance portions of Federal Motor Vehicle Safety Standard No. 119. (Correct by inspecting and replacing tire at no cost to consumer within 60 days from date of notification.) DOT IDENTIFICATION AAXLDPB319
80T-013 8-8-80	General B78-13	1	215	B78-13 Safemark PE411 tires. Tire failed to comply with the plunger energy portion of Federal Motor Vehicle Safety Standard No. 109. (Correct by inspecting and replacing tire within 60 days of notification at no cost to consumer.) D.O.T. IDENT: ABFVWVV 200
80T-015 8-12-80	Atlas 11R22.5 Safemark 11R22.5 Phillips 11R22.5 General 11R22.5	4	343	11R22.5—Atlas Steel Radial, Safemark Steel Radial, Phillips Steel Radial, General Steelex Radial. Inadequate performance on sample tires leading to sidewall separation when tested on test track. (Correct by inspecting and replacing tire within 60 days from date of notification at no cost to consumer.) D.O.T. IDENT: Atlas—AA3TACX080 Safemark—AA3T7JC080 Phillips—AA3T7JA080 General—AA3TD4F080
80T-024 12-19-80	General 8.75R16.5	1	24,400	8.75R16.5 Jumbo Steel, 8.75R16.5 Jet Steel. Tire when operated in an overloaded condition, due to underinflation, leads to separation of the components of the tire. (Correct by replacing with a comparable tire at no cost to the consumer.)
Goodyear Tire and Rubber Company				
80T-001 1-23-80	Goodyear 155SR13 165SR13	2	12,500	155SR13 and 165SR13 G800S load range "B" tires. Tires may have insufficient sidewall gauge at junction of sidewall and tread. After being subjected to sustained highway speeds and maximum loads, cracks could develop in upper sidewall, leading to tire failure and sudden loss of air, which could cause vehicle crash without prior warning. (Correct by inspecting and replacing tires within 60 days from date of notification.) DOT IDENTIFICATION 155SR13 G800S Black Sidewalls MJE5JMH349 through 469 165SR13 G800S Black Sidewalls MJE9JMH346 through 479
80T-009 3-18-80	Goodyear 9.50R16.5	2	2,000	9.50R16.5 Wrangler all season black sidewall load range "D" tires. Tires were produced with wrinkled and buckled fabric endings in bead turnup area of tire. This abnormality can cause cracking in that area in later life of tire. This condition could lead to tire

NHTSA Ident. No. / Date of Co. Notification	Component Model or Size Designation	No. of Pages on file	No. of Components Recalled	Brief Description of Defect (Manufacturer's Corrective Action)

Goodyear Tire and Rubber Company—*Continued*

failure and sudden air loss which could cause vehicle crash without prior warning. (Correct by inspecting and replacing tire within 60 days from date of notification at no cost to consumer.)

DOT IDENTIFICATION
MEXL3J0010
MEXL3J0020
MEXL3J0030
MEXL3J0040
MEXL3J0050
MEXL3J0060
MEXL3J0070

80T-020 / 10-27-80 — Goodyear 9.50R16.5 — 3 pages on file — 2,100 components recalled

9.50R16.5 Wrangler Radial Rib White LR(E)
Wrangler Radial Rib Black LR(E)
Wrangler Radial All Season LR(E)
Wrangler Radial All Season Outlined White Letter, LR(D)
Wrangler Radial Rib White LR(D)
Wrangler Radial All Season Black LR(D)

Tires were produced with wrinkled and buckled fabric endings in the bead turnup area of the tire. This abnormality can cause cracking in that area in the later life of the tire. This condition could lead to tire failure and sudden air loss which could cause vehicle crash without prior warning. (Correct by inspecting and replacing tire within 60 days from date of notification at no cost to the consumer.)

DOT IDENT.
Wrangler White LR-E MEXLP20110
Wrangler Black LR-E MEXLP50090
120
130
Wrangler All Season LR-E MEXL3M0080
90
100
110
120
160
Wrangler All Season Outlined White Letter LR(D)
MEXL3K0100
110
120
130
140
150
160
Wrangler White LR(E) MEXLTA0110
Wrangler All Season Black LR(E) MEXL3J0080
90
120
130
160

NHTSA Ident. No. / Date of Co. Notification	Component Model or Size Designation	No. of Pages on file	No. of Components Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
Uniroyal Tire Company				
80T-005 2-28-80	Uniroyal P155/80D13 Uniroyal Fastrah	6	44	Uniroyal Fastrah P155/80D13 tires. Tire non-compliance results from running less than prescribed 34 hours without failure, under stepped-up-load on test wheel, in endurance portion of Federal Motor Vehicle Safety Standard No. 109. (Correct by inspecting and replacing tire without cost to consumer within 60 days from date of notification.) DOT IDENTIFICATION AKE4EB1479
80T-006 2-28-80	Uniroyal 9.50–16.5 Fleetmaster Triple Tread	7	222	Fleetmaster Triple Tread 9.50–16.5 tires. Tire non-compliance results from running far less than prescribed 47 hours without failure, under stepped-up-loads on test wheel, in endurance portion of Federal Motor Vehicle Safety Standard No. 119. (Correct by inspecting and replacing tire at no cost to consumer within 60 days from date of notification.) DOT IDENTIFICATION ANXLDP499
80T-008 3-12-80	Uniroyal, Diplomat, Gillette, Peerless, Fisk, Delta, Victorian, K-Mart, Co-op, Sonic, Exxon, Traveller, Big O See write-up for sizes	47	1,900,000	Tires are susceptible to tread separation. Blisters or bumps in tread or tread edge area, circumferential tearing or splitting near edge of tread indicates tire is undergoing tread separation. (Correct by inspecting and replacing within 60 days from date of notification at no cost to consumer.) DOT IDENTIFICATION Uniroyal Zeta 40 PR6 HR78-15-AJVY-387-447 LR78-15-ANV4-015-525 LR78-15-APV4-055-136 Uniroyal TPC PR6 BR78-13-AUFW-145-395 BR78-13-AMFW-145-395 LR78-15-AJV4-225-396 LR78-15-AUV4-016-136 Uniroyal Zeta 40 PR5 HR78-15-AMVY-445-396 HR78-15-APVY-225-525 LR78-15-APV4-145-526 Diplomat LR78-15-AJ-016-396 LR78-15-AP-016-136 Gillette HR78-15-AP-145-525 LR78-15-AP-145-526 Peerless HR78-15-AP-145-215 LR78-15-AP-145-525 Fisk HR78-15-AP-445-525 LR78-15-AP-355-346 Delta Radial II LR78-15-AJ-056-396 Victorian II LR78-15-AJ-096-176

NHTSA Ident. No. / Date of Co. Notification	Component / Model or Size Designation	No. of Pages on file	No. of Components Recalled	Brief Description of Defect (Manufacturer's Corrective Action)
Uniroyal Tire Company—*(Continued)*				
	Delta HR78-15-AP-145-525 LR78-15-AP-145-176 Victorian HR78-15-AP-185-395 LR78-15-AP-145-176 K-Mart 40 LR78-15-AJ-016-396 K-Mart SSK HR78-15-AP-145-395 LR78-15-AP-145-435 CO-OP Mark 74 LR78-15-AJ-056-396 CO-OP Mark 4 HR78-15-AP-315-525 LR78-15-AP-225-526 Sonic HR78-15-AP-185-345 LR78-15-AP-145-305 Exxon HR78-15-AP-145-525 LR78-15-AP-145-526 Traveller HR78-15-AP-185-305 LR78-15-AP-185-265 Big O HR78-15-AP-355-525 LR78-15-AP-355-526			

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Recall Campaign Completion Status

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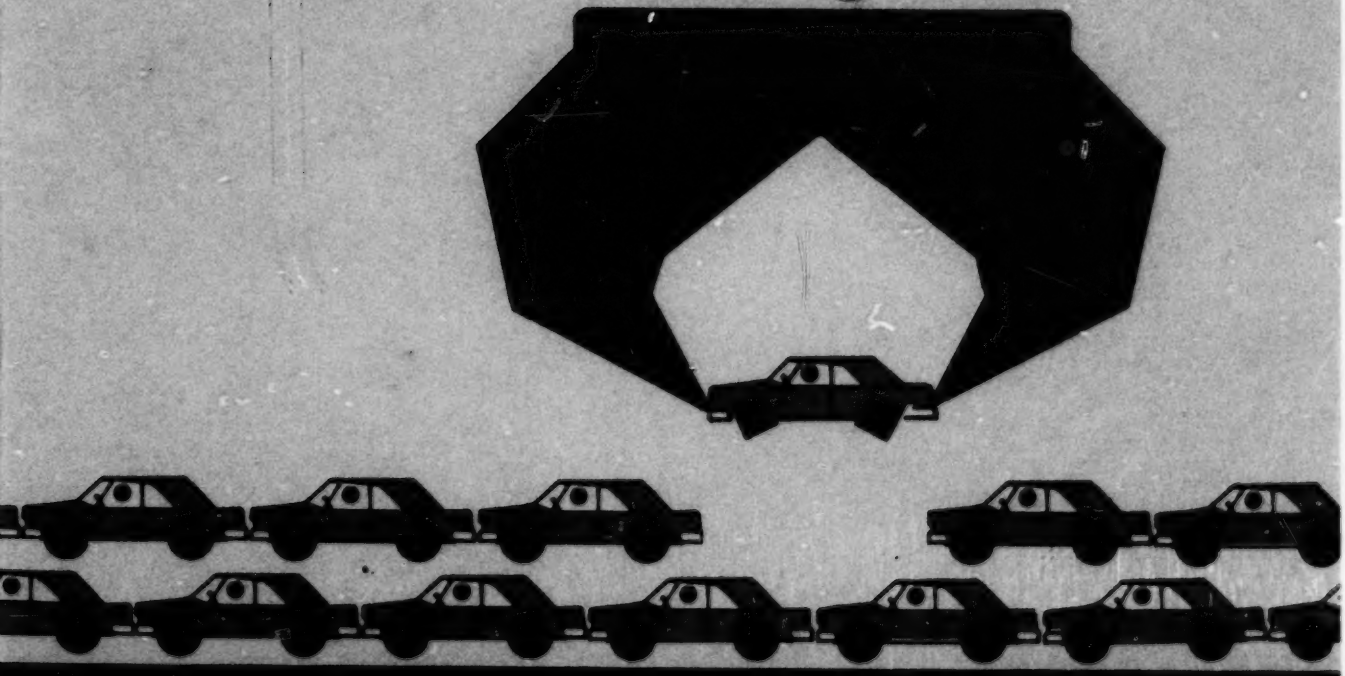
Safety Related Recall Campaigns for Motor Vehicles and Motor Vehicle Equipment, Including Tires



Reported to the National Highway Traffic Safety Administration
By Domestic and Foreign Vehicle Manufacturers

U.S. Department of Transportation • National Highway Traffic Safety Administration

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Defect Recall Campaign Analysis by Manufacturer

Campaign Number	Notification Start Date	Percentage Completion Rate by Quarter						
		1	2	3	4	5	6	7
DOMESTIC MANUFACTURERS								
AM General Corporation								
78V-104	05-04-78	73.2	79.8	100.0				
78V-147	06-26-78	03.1	18.5	22.7	78.3	90.8	94.2	
79V-118	06-06-79	37.7	60.6	100.0				
79V-236	12-05-79	00.0	49.4	62.2	83.5			
80V-114	08-21-80	74.9	82.9					
80V-154	11-17-80	100.0						
American Clipper Corporation								
79V-119	01-15-79	24.4	27.9	30.2	31.8	33.2	33.3	
American Motors Corporation								
78V-003	12-15-77	12.6	28.2	38.4	35.3	46.2	58.3	
78V-039	04-20-78	14.9	16.4	25.3	30.8	51.5	52.8	
78V-048	06-05-78	00.0	26.4	32.6	34.8	35.4	35.7	
78V-049	05-09-78	12.9	27.7	31.2	34.8	61.5	63.2	
78V-065	05-30-78	00.0	08.7	18.8	22.3	23.0	23.3	
78V-070	06-14-78	00.0	30.2	34.5	36.7	37.2	37.5	
78V-229	12-06-78	00.0	33.6	36.9	39.3	41.8	42.6	
78V-243	12-07-78	13.5	54.0	54.5	55.6	55.9	55.9	
79V-040	05-23-79	00.0	31.7	37.8	38.7	39.0	39.0	
79V-070	06-12-79	19.9	45.2	---	56.8	60.9	61.6	
79V-131	09-18-79	00.0	45.5	03.2*	44.7	49.7	51.0	
79V-194	11-15-79	03.2	22.5	27.0	28.3	29.0		
79V-199	03-25-80	66.0	83.8	84.8	85.4			
79V-239	02-06-80	13.9	29.7	35.2	36.4			
79V-240	06-18-80	00.0	00.0	66.7	77.2			
80V-023	07-17-80	02.8	51.6					
American Trailers, Incorporated								
79V-057	04-24-79	40.8	54.4	63.2	67.2	70.4	72.8	
Apollo Motor Homes, Incorporated								
78V-253	01-03-79	25.0	87.5	---	---	---	---	
Beatrice Foods Company								
78V-085	04-07-78	11.4	18.0	21.7	23.1	23.6	24.2	
78V-128	05-26-78	23.2	40.7	43.6	44.2	---	45.2	
78V-219	10-23-78	18.3	26.4	29.8	36.9	31.2	52.6	
Beaver Coaches, Incorporated								
79V-139	---							

* Campaign Restarted

Defect Recall Campaign Analysis by Manufacturer

Campaign Number	Notification Start Date	Percentage Completion Rate by Quarter						
		1	2	3	4	5	6	7
Blue Bird Body Company								
77V-238	02-06-79	00.6	02.6	11.3	12.6	12.6	---	
Brougham Industries, Incorporated								
80V-159	12-09-80	00.0	00.0					
Budd Company, The								
78V-233	12-08-78	00.0	00.0	---	---	---	00.0	
Butler Manufacturing Company								
78V-102	---							
78V-230	---							
Carpenter Body Works, Incorporated								
80V-008	----							
Carrier Corporation								
78V-093	----							
80V-111	08-21-80	40.0	94.0					
Champion Home Builders Corporation								
78V-025	02-10-78	10.8	15.8	15.8	19.0	19.6	19.6	
78V-225	01-30-79	00.0	07.0	18.5	20.5	22.0	22.5	
78V-251	01-30-79	00.0	04.3	13.8	15.2	16.1	16.3	
79V-192	09-21-79	00.0	07.9	09.5	09.5	09.5		
Checker Motors Corporation								
79V-006	03-21-79	08.5	10.8	12.4	12.6	12.6	12.7	
80V-019	04-16-80	04.5	28.6	35.3	36.6			
Chrysler Motors Corporation								
78V-020	03-10-78	01.9	33.5	50.2	54.8	56.9	57.8	
78V-026	02-07-78	33.1	53.8	63.8	73.7	77.4	78.6	
78V-036	06-14-78	00.0	00.0	24.3	31.0	44.8	50.9	
78V-038	05-01-78	00.0	13.4	29.7	36.4	48.6	55.7	
78V-043	02-15-78	100.0						
78V-082	08-07-78	00.0	02.6	07.8	09.3	13.5	19.7	
78V-097	05-19-78	00.1	37.7	55.0	61.1	66.4	67.5	
78V-103	06-19-78	00.0	43.3	62.1	67.3	72.4	79.6	
78V-105	07-20-78	00.0	02.8	22.5	34.3	44.8	51.1	
78V-126	08-10-78	00.0	34.1	34.5	42.0	45.8	46.6	
78V-136	07-28-78	32.9	58.3	64.5	70.5	78.0	80.0	
78V-141	10-11-78	00.0	15.6	35.9	47.9	55.7	60.9	

Defect Recall Campaign Analysis by Manufacturer

Campaign Number	Notification Start Date	Percentage Completion Rate by Quarter						
		1	2	3	4	5	6	7
Chrysler Corporation—*Continued*								
78V-165	07-20-78	100.0						
78V-188	10-11-78	00.0	15.6	35.9	47.9	55.7	60.9	
78V-195	08-25-78	100.0						
78V-257	12-15-78	00.0	15.2	36.5	45.2	---	49.4	
78V-266	12-13-78	100.0						
78V-271	02-28-79	00.0	05.9	08.2	---	16.7	21.7	
79V-043	02-09-79	100.0						
79V-047	03-22-79	00.0	20.4	31.9	36.8	---	49.5	
79V-074	03-30-79	22.5	38.9	46.3	---	60.4	61.1	
79V-075	12-15-79*	00.0	---	35.2	38.1	39.6		
79V-104	06-12-79	00.0	29.6	40.2	---	58.1	60.1	
79V-105	05-25-79	00.0	28.6	34.5	---	50.5	54.3	
79V-149	09-15-79	00.0	38.4	---	50.0	53.5	59.1	
79V-176	08-06-79	18.2	31.3	---	51.1	52.2	52.6	
79V-204	09-06-79	15.4	63.9	---	72.8	75.7	78.4	
79V-215	11-19-79	02.1	---	47.7	52.6	55.6		
79V-231	11-14-79	02.8	---	40.0	45.5	48.3		
79V-232	11-10-79	13.3	---	44.1	49.2	54.5		
79V-233	11-10-79	13.0	---	42.9	47.4	51.7		
79V-260	12-10-79	00.0	---	30.5	30.5	30.5		
80V-010	04-03-80	---	27.7	37.5	43.7			
80V-027	04-18-80	00.7	12.9	16.0				
80V-039	05-14-80	00.0	00.0	00.0				
80V-051	04-25-80	100.0						
80V-064	07-11-80	08.9	14.6					
80V-073	09-10-80	00.0	08.4					
80V-136	12-18-80	00.0						
80V-138	11-20-80	00.0						
80V-139	12-18-80	00.0						
Clenet Coach Works, Incorporated								
79V-135	06-25-79	43.2	100.0					
Coach and Equipment Sales Corporation								
78V-265	03-27-79	97.1	---	---	---	---	---	---
80V-086	----	29.2						
80V-090	----							
Coachmen Industries, Incorporated								
78V-163	08-04-78	23.6	---	33.5	33.5	---	33.5	
79V-122	07-27-79	22.5	27.6	28.7	28.7	29.1	29.4	
79V-159	08-10-79	48.2	48.2	48.2	48.2	48.2	48.2	
79V-160	08-15-79	17.9	32.7	34.8	35.1	35.5	35.5	
80V-117	09-24-80	53.2						

* Campaign Restarted

Defect Recall Campaign Analysis by Manufacturer

Campaign Number	Notification Start Date	Percentage Completion Rate by Quarter						
		1	2	3	4	5	6	7
Cobra Industries, Incorporated								
78V-021	01-23-78	58.1	61.3	64.5	———	———	———	
78V-046	03-02-78	29.0	———	35.5	———	———	———	
Coleman Company, Incorporated								
80V-001	02-20-80	29.2	44.1	58.3	64.1			
Crane Carrier Company								
78V-151	———	———	———	———	———	———	———	
Columbia Manufacturing Company								
80V-074	06-09-80	90.5						
Crown Coach Corporation								
78V-129	06-28-78	59.1	59.1	59.1	59.1	76.8	77.3	
Dorsey Trailers, Incorporated								
78V-114	5-24-78	05.8	15.1	15.1	15.1	15.1	15.1	
78V-234	———	———	———	———	———	———	———	
79V-076	05-14-79	11.6	11.6	———	———	———	———	
Eagle International, Incorporated								
78V-179	7-25-78	88.0	———	———	———	———	———	
79V-096	———							
Evans Products Company								
80V-079	06-11-80	03.5	05.9					
Executive Industries, Incorporated								
79V-024	02-12-79	18.2	———	———	———	———	———	
Fleetwood Enterprises, Incorporated								
78V-092	———	———	———	———	———	———	———	
78V-126	08-10-78	31.4	34.5	42.0	45.8	45.8	———	
78V-134	06-16-78	04.8	39.8	51.8	100.0			
78V-270	12-05-78	15.2	35.7	38.3	38.8	39.0	39.2	
79V-061	06-08-79	31.2	45.0	———	49.3	49.3	49.3	
79V-219	10-13-79	32.4	46.3	48.9	48.9	48.9		

Defect Recall Campaign Analysis by Manufacturer

Campaign Number	Notification Start Date	Percentage Completion Rate by Quarter						
		1	2	3	4	5	6	7
FMC Corporation								
79V-186	07-30-79	02.2	19.5	35.4	44.4	50.2	52.7	
80V-065	05-20-80	03.4	08.9	30.9				
80V-099	07-15-80	24.2	84.8					
Ford Motor Company								
78V-004	01-17-78	32.0	46.6	47.9	51.9	54.1	55.3	
78V-005	03-24-78	00.0	19.5	26.7	36.7	45.0	47.1	
78V-022	04-26-78	00.0	13.3	25.1	28.0	30.4	31.0	
78V-023	04-03-78	00.0	24.2	28.6	35.4	37.0	37.6	
78V-024	04-05-78	00.0	23.6	27.4	34.3	36.0	36.7	
78V-035	03-23-78	00.0	23.5	23.5	33.2	35.2	35.9	
78V-044	06-01-78	00.0	02.9	17.1	45.7	54.3	65.7	
78V-047	04-07-78	00.0	18.5	22.1	29.8	35.5	37.2	
78V-069	06-09-78	00.0	00.0	33.0	41.4	47.7	49.0	
78V-096	06-20-78	00.0	02.0	22.5	30.4	31.9	32.1	
78V-108	09-09-78	00.0	32.6	16.0*	26.8	28.5	28.8	28.8
78V-109	05-05-78	08.1	11.3	79.0	100.0	100.0	100.0	
78V-143	08-22-78	00.0	00.0	32.7	41.7	46.1	46.3	52.2
78V-144	08-14-78	00.0	00.0	26.0	38.4	50.7	51.6	
78V-150	06-30-79	00.0	00.0	45.3	45.3	81.8	90.1	
78V-153	11-02-78	00.0	05.2	20.7	21.2	27.5	33.0	
78V-161	————							
78V-167	10-06-78	00.0	33.4	50.0	53.7	54.4	55.3	
78V-168	09-28-78	00.0	00.0	00.0	100.0			
78V-176	12-13-78	00.0	00.0	05.8	09.6	10.3	11.5*	
78V-186	06-30-79	00.0	48.3	74.1	76.8	81.2	60.9*	
78V-197	10-03-78	00.0	33.0	49.5	57.3	59.2	55.3*	
78V-198	06-30-79	00.0	29.8	61.9	65.2	70.1	69.1*	
78V-199	08-01-79	00.0	25.1	57.3	63.5	69.3	66.1*	
78V-201	10-05-78	00.0	26.9	41.4	44.6	48.6	44.6*	
78V-203	11-17-78	00.0	23.9	50.8	56.7	57.7	57.4*	
78V-204	06-30-79	00.0	25.2	50.7	53.6	57.9	59.3	59.3
78V-211	06-30-79	00.0	47.2	64.6	67.6	70.8	70.8	
78V-212	06-30-79	00.0	26.0	51.9	54.6	60.8	64.5	
78V-213	06-30-79	00.0	30.0	52.9	55.9	62.0	65.3	
78V-214	11-03-78	15.6	23.7	26.2	26.9	27.2	28.7	
78V-223	10-15-78	00.0	29.2	47.8	47.6	51.2	62.6	
78V-226	11-01-78	00.0	00.0	28.5	30.9	35.0	49.9	
78V-237	11-30-78	18.2	48.2	54.0	55.6	52.5*	53.1	
78V-256	11-17-78	00.1	26.2	37.0	38.9	34.4*	42.9	
78V-267	12-14-78	00.0	22.8	51.2	55.1	60.6	74.4	
78V-269	12-12-78	00.1	48.2	70.0	71.5	63.4*	66.2	
79V-012	03-09-79	40.2	57.7	64.0	53.5*	63.6	67.5	
79V-013	03-20-79	02.7	27.9	27.2*	30.7	39.5	42.4	
79V-022	04-27-79	00.0	98.8	98.9	98.8*	98.5*	98.5	
79V-023	03-09-79	08.3	33.3	50.0	33.3*	33.3	41.7	

Defect Recall Campaign Analysis by Manufacturer

Campaign Number	Notification Start Date	Percentage Completion Rate by Quarter						
		1	2	3	4	5	6	7
Ford Motor Company—*Continued*								
79V-035	04-06-79	47.4	46.0*	48.5	63.2	65.1	65.9	
79V-038	03-20-79	07.6	41.9	39.0	39.0	51.4	55.2	
79V-039	————							
79V-053	03-28-79	00.7	40.3	40.8	49.9	59.3	66.9	
79V-054	05-11-79	18.7	26.3	45.1	58.3	58.5	62.2	
79V-062	05-11-79	00.0	100.0	94.8*	94.8	94.8	94.8	
79V-066	04-30-79	17.9	23.3	35.7	51.3	55.7	56.9	
79V-077	11-09-79	12.2	22.6	29.3	31.9	39.3		
79V-087	03-31-79	00.0	33.1	33.5	40.5	51.4	55.5	
79V-106	04-20-79	05.3	[illegible]9	28.1	50.2	53.4	55.3	
79V-107	05-03-79	100.0	9[illegible].4	77.8*	88.9	88.9	88.9	
79V-116	06-18-79	66.7	87.5	75.0*	87.5	87.5	87.5	
79V-117	06-18-79	13.3	23.6	33.8	54.5	57.0	58.1	
79V-152	06-16-79	00.8	16.1	28.1	40.8	43.8	45.5	45.5
79V-153	11-12-79	14.7	22.1	27.6	29.7	37.0		
79V-162	12-17-79	00.8	12.1	19.7	23.6	28.5		
79V-185	10-09-79	30.0	35.5	37.7	39.2	46.8		
79V-200	02-28-80	00.3	02.5	02.8	03.7			
79V-201	10-30-79	33.4	41.4	45.3	49.5	63.8		
79V-208	11-26-79	20.7	35.4	44.0	45.9	54.3		
79V-210	03-12-80	00.3	13.3	18.3	13.7			
79V-218	12-03-79	00.0	00.7	00.7	00.8	01.1		
79V-237	10-18-79	46.7	83.3	90.0	90.0	93.3		
79V-249	03-24-80	00.0	15.0	19.6	22.0			
79V-255	02-13-80	00.0	00.0	00.0	100.0			
79V-261	02-28-80	14.5	44.6	48.0	50.7			
79V-262	02-20-80	24.9	52.5	56.2	59.0			
79V-268	03-12-80	00.0	17.2	23.0	17.7			
79V-269	06-02-80	00.3	09.5	13.3				
79V-272	02-13-80	12.5	44.6	46.4	53.6			
80V-032	04-18-80	36.2	43.0	45.7				
80V-033	04-11-80	00.1	38.8	42.9	44.9			
80V-042	04-29-80	40.2	52.8	57.6				
80V-044	05-09-80	17.0	29.1	33.5				
80V-067	07-18-80	26.2	41.4					
80V-072	07-11-80	30.7	39.5					
80V-088	08-29-80	00.0	50.0					
80V-089	08-18-80	00.0	00.0					
80V-100	08-29-80	00.0	22.2					
80V-102	09-17-80	01.8	23.7					
80V-103	09-17-80	02.8	26.3					
80V-104	10-21-80	03.7						
80V-120	11-06-80	21.4						
80V-121	11-06-80	49.4						
80V-133	10-01-80	53.0						
80V-134	10-03-80	57.3						
80V-141	11-25-80	16.8						
80V-142	10-23-80	42.6						
80V-145	12-01-80	22.5						
80V-147	11-19-80	08.2						
80V-152	11-07-80	21.0						
80V-167	12-15-80	00.0						

* Revised Count.

Defect Recall Campaign Analysis by Manufacturer

Campaign Number	Notification Start Date	Percentage Completion Rate by Quarter						
		1	2	3	4	5	6	7
Freightliner Corporation								
78V-086	06-01-78	50.0	66.7	66.7	66.7	100.0		
78V-146	09-11-78	00.0	65.8	79.7	79.7	82.3	86.1	
79V-071	07-11-79	00.0	25.8	32.6	38.2	40.4	40.4	
79V-085	05-31-79	17.8	38.9	42.3	46.1	52.3	54.9	
79V-245	01-15-80	00.0	01.7	15.0	28.3	39.7		
79V-256	02-21-80	14.3	57.1	60.7	60.7			
80V-031	07-23-80	00.0	07.1	17.1				
80V-095	————	00.0	00.0					
Fruehauf Corporation								
78V-160	09-28-78	00.0	60.8	60.8	60.8	62.7	62.7	
78V-227	12-08-78	00.0	00.0	00.5	96.3	96.3	96.3	
80V-062	07-01-80	00.0	15.8	15.8				
FWD Corporation								
78V-220	09-15-78	18.8	18.8	56.3	56.3	———	56.3	
79V-174	07-05-79	66.6	———	81.5	100.0			
General Motors Corporation								
78V-018	01-18-78	69.5	80.2	87.5	93.8	94.8	96.9	
78V-019	01-23-78	50.6	71.3	79.1	83.0	88.9	90.5	
78V-071	04-06-78	32.1	44.0	50.7	56.0	59.7	83.6	
78V-083	04-20-78	53.6	63.0	63.0	74.1	81.5	85.2	
78V-098	04-26-78	11.9	11.9	11.9	100.0	100.0		
78V-101	05-01-78	68.2	73.0	77.7	81.8	87.8	91.2	
78V-107	05-12-78	16.7	52.1	55.8	61.9	67.1	67.1	
78V-115	05-26-78	06.1	29.9	38.8	45.2	49.5	52.2	
78V-116	06-01-78	00.0	34.5	41.4	51.7	62.1	58.6	
78V-135	06-16-78	06.3	10.4	11.7	12.4	12.8	13.0	
78V-138	06-26-78	51.7	63.3	71.7	75.7	79.6	69.0*	
78V-139	06-19-78	53.3	66.9	75.3	78.9	81.0	58.0*	
78V-148	07-17-78	02.8	15.4	32.4	36.5	38.9	41.2	
78V-149	06-26-78	63.2	78.9	84.2	84.2	84.2	89.5	
78V-162	07-31-78	22.9	42.3	83.1	85.7	83.4	91.7	
78V-166	08-10-78	64.3	78.6	78.6	78.6	92.9	92.9	
78V-177	08-15-78	23.0	32.6	38.0	42.6	44.7	48.2	
78V-180	08-15-78	42.7	54.3	59.9	62.5	63.2	65.9	
78V-189	09-18-78	10.9	27.1	30.2	34.6	36.4	38.2	
78V-205	10-07-78	25.2	48.7	56.9	65.1	66.3	72.2	
78V-206	10-07-78	24.9	44.2	56.1	53.0	88.6	69.7	
78V-207	10-07-78	22.5	44.5	59.9	66.6	68.3	74.0	
78V-242	02-28-79	00.0	00.0	34.1	45.7	50.0	55.1	
78V-244	11-22-78	22.0	43.3	55.7	66.7	74.5	81.6	
78V-245	11-20-78	46.1	69.6	79.1	84.3	90.4	90.4	
78V-246	————	97.0	97.1					
78V-247	11-27-78	42.4	93.3	96.7	96.7	96.7	96.7	
78V-248	04-02-79	00.0	00.0	20.8	34.6	41.6	50.1	

Defect Recall Campaign Analysis by Manufacturer

Campaign Number	Notification Start Date	Percentage Completion Rate by Quarter						
		1	2	3	4	5	6	7
General Motors Corporation—*Continued*								
78V-252	12-22-78	49.7	68.3	75.0	78.4	82.3	84.2	
79V-002	01-15-79	51.6	71.6	78.5	80.6	83.7	85.9	
79V-003	01-12-79	02.5	02.7	88.5	———	———	———	
79V-004	02-15-79	10.9	50.8	66.6	68.1	75.7	95.4	
79V-026	01-16-79	31.8	56.1	68.3	72.6	78.7	79.6	
79V-056	02-23-79	27.7	46.7	51.1	56.9	64.2	66.4	
79V-069	04-23-79	67.5	79.5	80.7	86.7	86.7	88.0	
79V-073	00-00-00	88.0	96.0	100.0				
79V-081	05-25-79	00.0	47.0	60.1	63.4	66.1	67.8	
79V-090	00-00-00	92.6	95.1	96.6	97.5	98.0	98.3	
79V-091	00-00-00	89.7	94.2	95.8	96.9	97.6	98.3	
79V-092	00-00-00	91.7	93.5	98.2	98.8	98.9	99.2	
79V-094	05-16-79	40.9	77.3	86.4	90.9	100.0		
79V-098	00-00-00	94.9	96.4	97.4	97.9	98.5	98.8	
79V-101	04-19-79	70.5	33.2	100.0				
79V-111	05-17-79	13.1	38.2	44.0	49.2	53.5	56.0	
79V-121	06-27-79	47.6	79.4	88.9	92.9	93.7	95.2	
79V-141	00-00-00	48.4	58.2	64.5	69.5	72.8	76.9	
79V-142	00-00-00	45.8	54.7	61.2	67.0	70.1	74.9	
79V-151	00-00-00	43.4	60.8	67.1	72.0	75.0	78.6	
79V-161	07-03-79	11.0	21.2	27.9	33.7	37.6	44.1	
79V-175	08-24-79	00.6	32.1	53.5	66.0	70.6	74.4	
79V-187	08-30-79	09.4	30.6	48.9	63.9	67.7	70.3	
79V-195	08-23-79	02.1	24.9	41.0	55.4	59.0	65.0	
79V-196	09-07-79	00.0	43.8	65.4	78.7	81.4	83.8	
79V-197	08-31-79	11.2	53.2	63.6	69.1	71.7	73.0	
79V-198	09-09-79	43.4	55.6	68.4	74.2	81.1		
79V-205	09-11-79	83.7	95.6	98.2	99.6	99.6		
79V-214	09-21-79	46.3	72.2	83.6	87.3	87.3		
79V-220	10-11-79	41.6	64.0	72.6	76.2	78.6		
79V-221	10-08-79	44.8	65.7	72.9	73.0	78.0		
79V-229	————	59.9	80.9	90.7	94.1	95.5		
79V-234	10-24-79	40.3	67.4	79.3	83.4	84.8		
79V-235	10-25-79	00.0	44.4	55.6	66.7	66.7		
79V-247	11-12-79	06.1	33.4	50.1	56.7	60.5		
79V-252	————	64.7	73.8	100.0	100.0			
79V-254	12-08-79	52.6	68.2	74.3	77.0			
80V-003	01-17-80	54.6	71.1	75.7	79.5			
80V-014	03-11-80	01.6	43.9	54.1	61.6			
80V-015	03-14-80	02.1	44.6	53.4	61.8			
80V-016	03-11-80	04.7	38.4	47.3	57.4			
80V-017	02-21-80	00.0	10.4	22.9	46.6			
80V-049	05-01-80	62.5	54.2	93.8				
80V-108	08-25-80	20.8	50.4					
80V-116	09-09-80	07.5						
80V-125	————	89.7						
80V-129	11-09-80	45.7						
80V-130	10-07-80	39.8						
80V-132	10-08-80	30.5						
80V-135	10-15-80	52.2						
80V-150	11-17-80	43.7						
80V-153	11-24-80	08.1						
Georgia Trailer and Equipment Corporation								
79V-027	11-05-79	08.0	———	———	———	———		

* Revise count.

Defect Recall Campaign Analysis by Manufacturer

Campaign Number	Notification Start Date	Percentage Completion Rate by Quarter						
		1	2	3	4	5	6	7
Georgie Boy Manufacturing, Incorporated								
79V-138	06-04-79	20.9	---	---	---	---	27.1	
79V-163	07-09-79	18.9	---	---	---	---	45.9	
Gillig Corporation								
78V-050	03-13-78	45.4	66.5	83.8	88.1	95.0	95.0	
78V-154	07-01-78	72.8	79.0	90.1	100.0			
79V-088	02-23-79	---	80.2	80.2	80.2	80.2	---	
80V-011	04-04-80	20.3	27.4					
Great Dane Trailers, Incorporated								
78V-190	09-18-78	00.0	---	---	---	---	---	
80V-057	05-05-80	88.5	---	---				
Grumman Allied Industries, Incorporated								
80V-025	05-01-80	08.2	---					
Grumman Flxible Corporation								
78V-081	04-03-78	07.2	13.4	36.8	40.4	35.0	38.6	
78V-137	06-02-78	06.6	87.4	98.6	99.2	26.4	100.0	
79V-044	01-23-79	03.5	05.9	08.2	11.5	29.1	33.6	
79V-154	06-12-79	39.0	100.0					
79V-182	08-23-79	61.1	98.6	98.6	100.0			
79V-241	10-16-79	53.2	62.1	89.2	99.0	99.3		
79V-243	10-23-79	21.4	40.3	38.2	47.2	73.8		
79V-244	11-26-79	64.4	100.0					
79V-248	12-22-79	00.0	00.0	05.4	06.6	06.6		
79V-250	12-11-79	00.0	45.2	26.5	35.5	56.8		
79V-259	12-18-79	04.9	46.7	42.9	95.1	99.1		
79V-264	12-18-79	00.0	06.8	58.0	79.1	92.5		
79V-267	12-20-79	00.0	00.6	01.3	04.4	06.6		
80V-043	04-01-80	00.0	00.0	00.0				
80V-105	09-15-80	40.5	62.9					
80V-106	08-04-80	80.8	80.8					
Harley-Davidson Motor Company, Incorporated								
78V-042	03-29-78	89.4	89.4	94.8	95.6	96.2	96.6	
78V-079	04-10-78	26.8	35.0	37.9	38.4	40.1	40.5	
78V-159	08-11-78	10.8	33.9	36.8	38.0	39.2	39.8	
79V-005	01-11-79	10.6	31.8	34.1	40.0	41.2	44.7	
79V-100	05-10-79	29.7	34.1	34.3	34.9	35.4	35.4	
79V-114	06-14-79	16.9	23.7	27.1	28.4	29.9	30.5	
79V-115	06-28-79	19.8	27.9	30.2	32.1	32.9	33.7	
79V-136	07-09-79	07.0	19.5	20.6	22.3	23.3	23.8	
79V-167	09-07-79	06.0	12.0	17.9	26.9	31.1		
79V-169	08-24-79	22.6	24.4	29.7	34.4	39.2		
79V-246	01-29-80	05.5	13.7	19.1	21.4			
80V-009	03-14-80	19.3	22.8	25.2				
80V-020	03-07-80	43.5	43.5	43.5				
80V-037	04-18-80	22.2	26.9					
80V-070	06-13-80	23.6	29.7					
80V-084	07-25-80	15.7	23.8					
80V-085	08-13-80	23.9	34.9					
80V-126	11-20-80	08.7						

Defect Recall Campaign Analysis by Manufacturer

Campaign Number	Notification Start Date	Percentage Completion Rate by Quarter						
		1	2	3	4	5	6	7
Heil Company								
79V-072	————	100.0						
Hendrickson Manufacturing Company								
78V-241	10-16-78	77.4	77.4	77.4	77.4	———	———	
79V-253	01-02-80	00.0	33.7	49.7	49.7			
80V-069	05-22-80	93.3	93.3					
Holiday Rambler Corporation								
78V-064	03-22-78	06.0	06.9	08.1	08.1	08.1	08.1	
78V-173	08-03-78	19.6	27.7	28.2	28.3	28.3	28.3	
79V-036	01-23-79	10.6	10.6	10.6	11.7	22.3	23.4	
80V-094	07-31-80	94.8						
International Harvester Company								
78V-066	05-10-78	08.2	———	59.6	62.9	79.7	82.8	
78V-090	05-23-78	05.9	———	41.6	43.4	56.4	61.0	
78V-100	06-09-78	01.3	———	29.9	33.9	50.2	54.1	
78V-110	06-23-78	00.0	———	53.8	74.4	81.8	84.7	
78V-145	08-11-78	———	35.7	41.3	44.6	45.6	46.6	
78V-228	11-21-78	01.6	22.1	34.2	38.4	51.0	56.1	
78V-260	12-20-78	00.0	24.4	38.7	39.1	70.7	76.9	
79V-031	02-23-79	01.4	29.0	35.0	40.3	44.5	58.8	
79V-050	03-28-79	00.0	29.2	36.0	38.1	39.3	39.9	
79V-051	03-26-79	00.0	36.6	48.1	50.6	51.9	62.8	
79V-079	04-02-79	30.1	44.2	46.9	48.7	49.6	50.4	
79V-095	05-11-79	17.9	34.3	39.4	43.3	46.0	46.5	
79V-125	06-06-79	04.3	49.6	59.5	64.6	68.6	69.2	
79V-155	07-18-79	11.8	34.6	44.2	49.8	62.6	65.8	
79V-156	07-20-79	12.9	38.4	48.0	53.0	54.4	55.2	
79V-211	11-31-79	01.8	26.5	37.0	40.8	43.7		
79V-212	10-26-79	00.5	05.3	20.6	39.0	40.9		
79V-213	10-23-79	22.4	33.7	35.8	36.5	82.5		
79V-227	12-27-79	00.0	13.0	17.6	18.4	19.4		
79V-258	12-28-79	00.0	48.3	54.2	58.2	60.2		
80V-029	03-24-80	21.4	23.1	24.4				
80V-030	04-04-80	13.9	15.4	16.0				
80V-109	10-13-80	00.0	11.2					
80V-131	11-18-80	00.3						
80V-148	12-12-80	04.9						
Kelsey-Hayes Company								
79V-157	06-14-79	44.4	55.6	74.1	100.0			
Landau Motor Home								
78V-034	02-28-78	35.8	43.2	63.0	70.4	74.1	———	
Leggett and Pratt, Incorporated								
79V-226	————	00.0	100.0					

Defect Recall Campaign Analysis by Manufacturer

Campaign Number	Notification Start Date	Percentage Completion Rate by Quarter						
		1	2	3	4	5	6	7
Mack Trucks, Incorporated								
78V-028	08-14-78	00.0	12.1	---	59.1	62.9	64.4	
78V-029	10-18-78	11.1	---	44.7	56.4	77.1	---	
78V-030	08-23-78	00.0	21.1	---	32.5	32.5	42.3	
78V-031	08-16-78	00.0	22.4	---	52.0	53.8	56.1	
78V-032	10-26-78	00.2	04.7	---	10.7	13.7	14.1	
78V-068	09-01-78	00.0	04.0	---	30.6	32.0	32.0	
78V-169	04-10-79	36.8	60.7	74.4	---	75.7	77.1	
78V-170	12-04-78	09.1	---	44.4	50.6	54.1	---	
78V-171	08-10-79	00.0	20.1	36.0	---	27.8	30.2	
78V-172	02-22-79	---	11.0	36.8	41.9	---	47.7	
78V-210	11-07-78	16.1	---	37.3	41.2	45.7	49.6	
78V-222	02-07-79	---	28.6	41.6	45.6	---	51.0	
79V-014	02-02-79	---	98.9	98.9	99.2	---	---	
79V-017	08-13-79	72.7	77.3	---	---	80.6	80.6	
79V-018	09-05-79	00.0	00.0	---	---	23.1	23.1	
79V-082	08-13-79	16.6	29.5	---	---	37.3	37.9	
79V-130	11-23-79	17.7	---	---	48.8	52.4		
79V-133	11-02-79	25.7	---	---	42.5	43.2		
79V-134	11-10-79	33.7	---	---	51.3	52.5		
79V-137	10-22-79	35.4	---	---	70.8	56.2*		
79V-164	00-00-00	---	---	47.8	51.9			
79V-165	11-28-79	05.0	---	---	32.4	35.2		
79V-171	12-10-79	14.5	---	---	53.9	58.3		
79V-271	06-30-80	15.4	37.6					
79V-274	06-30-80	18.3	25.2					
79V-275	06-30-80	21.8	47.3					
80V-026	01-05-81	05.2						
80V-052	10-20-80	25.4	25.4					
80V-053	12-15-80	04.3						
80V-054	01-31-81	00.0						
80V-157	----							
80V-162	----							
Marmon Motor Company								
78V-007	12-12-77	05.4	21.4	32.1	33.9	33.9	33.9	
Midas International Corporation								
80V-007	04-14-80	08.1	13.9	15.8				
Minibus, Incorporated								
79V-170	07-05-79	100.0						
Motor Coach Industries, Incorporated								
79V-067	03-01-79	00.0	00.0	00.0	00.0	00.0	00.0	
79V-178	10-01-79	12.0	17.1	19.9	20.5	22.6		
Olson Bodies, Incorporated								
79V-055	03-01-79	00.1	08.3	14.6	16.4	16.4	25.5	
79V-191	09-11-79	18.5	57.2	---	---	---	---	
Oshkosh Truck Corporation								
80V-012	01-31-80	12.6	26.4	37.4	42.5			
80V-078	05-30-80	41.9	51.9					
80V-101	07-31-80	04.5	20.5					

Defect Recall Campaign Analysis by Manufacturer

Campaign Number	Notification Start Date	Percentage Completion Rate by Quarter						
		1	2	3	4	5	6	7
Paccar, Incorporation								
78V-051	04-11-78	06.4	26.9	33.1	43.5	49.1	49.8	
78V-058	04-11-78	10.0	45.0	100.0	50.0	50.0	50.0	
78V-067	04-20-79	00.0	00.8	07.3	14.3	26.2	30.4	
78V-076	05-18-78	00.0	03.9	96.8	19.2	24.3	24.6	
78V-091	08-03-78	11.5	27.1	14.8	43.6	46.3	47.6	
79V-029	11-20-78	00.0	10.3	12.5	21.4	25.4	27.2	
79V-030	01-09-79	00.0	10.3	13.6	27.1	31.6	33.0	
79V-059	02-15-79	00.0	26.4	29.2	39.5	45.6	46.8	
79V-140	05-31-79	00.0	08.3	12.2	12.2	13.9	14.4	
79V-150	03-15-79	01.3	11.6	17.6	23.0	25.7	26.0	
79V-179	11-06-79	08.6	22.3	24.7	27.8	34.7		
79V-189	11-29-79	00.3	19.8	28.0	34.3	39.0		
79V-207	11-05-79	---	16.4	22.2	32.2	26.8		
79V-216	11-15-79	16.9	42.3	50.0	56.0	62.9		
79V-265	11-14-79	05.1	13.2	15.7	17.2			
79V-266	11-14-79	00.7	14.5	34.8				
80V-034	03-20-80	18.3	46.3	52.1				
80V-075	04-09-80	10.7	29.9					
80V-149	---							
Pathfinder Equipment Company, Incorporated								
79V-041	---	24.4	---	---	---	---	---	
Pike Trailer Company								
78V-231	---	---	---	---	---	---	---	
Polar Company								
78V-235	---	---	---	---	---	---	---	
Pullman, Incorporated—Trailmobile								
78V-075	03-27-78	59.2	81.1	---	95.5	---	---	
78V-084	04-10-78	86.7	86.7	---	100.0			
79V-037	01-10-79	---	---	00.0	00.0	00.0	00.0	
79V-217	09-11-79	---	07.0	16.3	---	26.3		
Recreational Industries, Incorporated								
79V-103	---	87.5	---	---	---	---	---	
Redwood Reliance Sales Company								
78V-127	05-16-78	---	---	---	28.0	---	---	
Revcon, Incorporated								
79V-228	10-22-79	69.7	87.5					
80V-022	03-24-80	22.5						
Sellers Manufacturing, Incorporated								
78V-224	10-05-78	41.7	72.2	---	---	---	---	
Shasta Industries								
78V-111	06-13-78	32.4	48.5	55.9	60.3	60.3	60.3	
78V-193	09-20-78	07.8	24.5	28.4	34.3	47.1	53.9	
80V-006	02-15-80	20.8	41.6	44.2	46.0			

Defect Recall Campaign Analysis by Manufacturer

Campaign Number	Notification Start Date	Percentage Completion Rate by Quarter						
		1	2	3	4	5	6	7
Sheller-Globe Corporation								
78V-072	03-27-78	00.0	00.0	00.0	00.0	00.0	00.0	
78V-073	03-27-78	00.0	06.9	06.9	06.9	06.9	13.8	
78V-117	03-24-78	95.5	95.5	95.5	95.5	95.5	95.5	
78V-140	06-09-78	00.0	03.3	03.3	03.3	03.3	03.3	
78V-194	08-31-78	19.0	19.0	21.4	21.4	21.4	21.4	
78V-255	11-17-78	00.0	00.0	00.0	00.0	00.0	00.0	
79V-025	01-12-79	00.0	00.0	33.3	33.3	33.3	33.3	
79V-049	02-14-79	07.7	39.1	66.2	80.1	91.2	94.4	
79V-083	03-28-79	00.0	00.0	00.6	05.7	14.9	41.7	
79V-113	04-30-79	02.1	33.8	40.9	48.1	63.2	66.8	
80V-004	08-15-80	09.6	18.7					
80V-018	08-15-80	11.4	24.1					
80V-093	08-22-80	12.2	22.9					
Skyline Corporation								
78V-158	————	———	———	———	———	———	———	
Southwest Truck Body Company								
78V-215	09-27-78	00.0	00.0	00.0	00.0	00.0	05.8	
Sportsmobile, Incorporated								
80V-050	————	44.4	46.8					
80V-063	————	31.0	38.1					
Starcraft Company								
79V-109	————							
Thomas Built Buses, Incorporated								
78V-142	————	———	———	———	———	———	———	
78V-221	————	100.0						
79V-068	05-15-79	26.7	———	———	———	———	———	
79V-124	06-07-79	100.0						
80V-122	————	100.0						
80V-124	————	100.0						
TODCO Division								
78V-053	————	———	———	———	———	———	———	
Transportation Manufacturing Corporation								
78V-008	11-30-77	00.0	39.3	56.4	59.6	63.6	66.6	
79V-188	10-18-79	53.3	77.0	83.1				
79V-257	————	100.0	92.2	100.0				
80V-048	05-01-80	08.8	50.8	94.3				
80V-113	————							

Defect Recall Campaign Analysis by Manufacturer

Campaign Number	Notification Start Date	Percentage Completion Rate by Quarter						
		1	2	3	4	5	6	7
Travel Equipment Corporation								
78V-192	09-12-78	70.0	82.5	85.0	82.5	100.0		
Tuff Boy, Incorporated								
79V-097	-----	---	---	---	---	---	---	
United Trade Rep(TOMOS)								
79V-190	10-15-79	24.0	67.2	00.0	00.0	04.1		
Van-Con, Incorporated								
79V-233	01-29-80	13.3	13.3	---	---			
Vans Unlimited, Incorporated								
78V-059	05-03-78	11.8	12.4	12.4	12.4	12.4	12.4	
Vesely Company								
78V-112	05-22-78	39.2	41.2	42.2	42.2	42.2	42.2	
79V-052	02-16-79	05.0	05.0	05.0	05.0	05.0	05.0	
Walker Stainless Steel Equipment Company								
78V-232	12-08-78	00.0	---	---	---	---	---	
Walter Motor Truck Company								
78V-054	-----	00.0	---	---	---	---	---	
79V-143	-----	---	---	---	---	---	---	
Ward Industries, Incorporated								
80V-081	06-19-80	03.6	03.6					
80V-082	06-19-80	01.7	01.7					
Wayne Corporation								
78V-185	08-23-78	40.2	44.8	44.8	44.8	---	---	
80V-071	06-09-80	82.1	00.0					

Defect Recall Campaign Analysis by Manufacturer

Campaign Number	Notification Start Date	Percentage Completion Rate by Quarter						
		1	2	3	4	5	6	7
White Motor Corporation								
78V-052	04-21-78	00.0	00.0	00.0	00.0	00.0	10.5	
78V-077	————	———	———	———	———	———	———	
78V-094	07-14-78	00.0	00.0	03.7	03.7	03.7	07.4	
78V-095	07-21-78	00.0	05.1	19.6	24.5	28.5	32.1	
78V-131	07-17-78	01.0	20.9	28.7	33.4	35.9	35.9	
78V-132	07-21-78	01.9	03.8	05.7	07.5	11.3	11.3	
78V-133	————	———	———	———	———	———	———	
78V-152	09-14-78	00.1	12.5	16.2	19.9	23.0	25.9	
78V-157	09-11-78	00.0	07.1	08.6	10.0	13.6	13.6	
78V-240	01-15-79	00.0	01.8	18.0	35.6	41.5	46.6	
79V-007	08-30-79	00.1	02.9	13.3	14.3	14.9	15.0	15.0
79V-008	08-27-79	00.1	06.8	14.2	16.5	16.9	18.1	18.1
79V-009	05-24-79	00.0	22.2	22.2	22.2	22.2	22.2	
79V-010	05-07-79	00.0	16.7	26.7	33.3	33.3	33.3	
79V-011	05-07-79	04.9	33.7	40.8	42.1	42.4	42.9	
79V-084	04-09-79	05.7	30.6	35.5	49.1	49.4	50.4	
79V-089	11-02-79	00.0	00.0	00.0	00.0	00.0		
79V-110	05-15-79	00.4	23.2	27.4	35.4	36.1	36.9	
79V-147	02-28-80	00.0	02.5	74.1	74.1			
79V-148	08-28-79	00.0	09.5	16.5	17.0	21.6	21.6	
79V-177	01-03-80	05.8	13.5	26.1	26.1			
79V-180	04-23-80	00.0	25.4	27.0				
79V-183	04-21-80	00.0	17.3	23.7				
79V-224	05-02-80	00.0	03.9	07.8				
80V-002	06-09-80	00.0	15.0	40.0				
80V-013	10-29-80	02.1						
80V-036	06-09-80	00.0	03.1	14.4				
80V-059	10-30-80	10.9						
80V-060	05-23-80	00.0	00.0	00.0				
Winnebago Industries, Incorporated								
78V-155	00-00-00							
78V-250	11-28-78	08.0	15.5	17.5	20.0	20.8	21.0	
79V-126	06-06-79	17.4	33.8	36.3	39.1	39.7	40.8	
79V-209	09-26-79	00.0	22.3	44.6	50.0	56.9	57.7	
80V-055	05-13-80	22.9	35.5	39.5				
80V-056	05-13-80	19.4	35.5	38.7				
Zieman Manufacturing Company								
80V-005	09-03-80	78.3						
80V-098	10-06-80	55.7						
Zimmer Homes Corporation								
78V-191	08-03-78	04.2	06.9	10.9	11.9	12.8	13.0	

Defect Recall Campaign Analysis by Manufacturer

Campaign Number	Notification Start Date	Percentage Completion Rate by Quarter						
		1	2	3	4	5	6	7
FOREIGN MANUFACTURERS								
Alfa Romeo, Incorporated								
78V-057	04-26-78	33.5	57.1	62.9	69.7	72.4	73.7	
78V-216	10-13-78	09.3	17.2	35.0	36.8	38.3	39.3	
79V-086	03-08-79	82.3	84.3	85.0	85.3	85.1	85.1	
79V-145	06-18-79	16.4	62.3	67.2	77.0	78.7	80.3	
80V-164	----							
American Garelli East, Limited								
78V-183	----	---	---	---	---	---	---	
78V-184	----	---	---	---	---	---	---	
79V-202	01-14-80	01.1	01.9	01.7	01.8			
79V-203	01-14-80	01.2	88.4	01.7	01.7			
American Honda Motor Company								
78V-033	04-03-78	00.0	24.4	20.6	34.5	36.4	38.2	33.9
78V-239	12-08-78	01.2	03.6	04.9	04.5	04.5	04.9	05.2
78V-259	12-19-78	29.0	54.8	73.2	70.6	71.9	72.9	74.2
79V-065	04-02-79	21.4	41.7	38.5	42.0	44.5	48.3	50.0
79V-102	11-30-79	00.0	04.5	09.0	09.3			
79V-112	04-02-79	04.7	18.7	26.5	29.8	31.9	34.8	36.3
79V-273	03-17-80	00.2	03.1	17.0	23.1			
American Mopeds, Incorporated								
80V-161	----							
Batavus USA, Incorporated								
78V-078	----	---	---	---	---	---	---	
80V-038	----							
Bayerische Motoren Werke								
78V-056	05-01-78	42.1	42.4	42.4	44.3	44.4	44.8	
78V-061	01-16-79	18.5	18.5	30.0	18.6	35.6	54.2	
78V-074	05-02-78	36.5	36.5	36.5	40.0	40.1	40.1	
79V-001	04-05-79	13.8	13.3*	13.4	23.6	25.8	26.6	
80V-076	11-04-80	00.0	00.0					
Casal Motor Corporation, U.S.A.								
80V-166	----							
Cycle Peugeot U.S.A.								
79V-181	10-10-79	09.9	17.2	25.7	29.3	30.1		
80V-096	08-12-80	00.6	01.4					

Defect Recall Campaign Analysis by Manufacturer

Campaign Number	Notification Start Date	Percentage Completion Rate by Quarter						
		1	2	3	4	5	6	7
Derbi Motor Corporation, America								
80V-163	————							
Fiat Motor Company, Incorporated								
78V-010	04-12-78	32.2	44.7	00.3	49.9	51.7	52.3	
78V-175	09-01-78	02.7	32.0	45.0	50.3	52.3	53.7	
78V-236	12-15-78	25.1	39.3	43.7	44.6	48.9	50.1	
79V-042	04-15-79	00.0	21.6	46.2	51.6	56.9	58.1	
79V-060	05-31-79	09.5	37.2	41.3	45.3	49.2	51.0	
79V-078	05-15-79	02.1	13.5	19.1	21.2	22.3	22.1	
79V-093	————							
79V-144	01-17-80	48.1	54.5	60.3	63.2			
79V-251	03-27-80	00.0	43.0	53.0	57.6			
80V-083	07-25-80	27.9	51.9					
80V-091	12-05-80	00.0						
Flyer Industries Limited								
79V-080	03-21-79	24.0	———					
Herdon Corporation								
78V-009	12-08-77	100.0						
Honda of Mineda								
78V-218	11-17-78	00.3	00.5	00.8	01.0	01.0	01.0	
Jaguar Rover Triumph, Incorporated								
78V-011	02-22-79	00.0	00.0					
78V-012	12-29-78	00.0	00.0	00.0	00.0	12.7	19.7	19.7
78V-013	06-06-78	00.0	00.1	11.3	15.1	16.7	17.5	
78V-014	06-06-78	00.0	00.3	19.3	23.4	25.0	25.8	
78V-015	07-26-78	00.0	00.0	06.9	13.2	14.9	15.7	
78V-016	10-04-78	00.0	00.0	00.0	06.1	14.2	16.0	
78V-027	02-10-78	39.6	96.4	97.5	100.0	100.0	100.0	
78V-045	03-13-78	00.0	38.0	42.7	43.3	43.4	43.4	
78V-060	05-26-78	01.0	33.1	40.2	43.1	44.1	44.5	
78V-063	05-26-78	05.9	36.6	42.7	44.3	45.5	46.0	
78V-080	08-16-78	00.0	06.9	18.1	19.6	20.2	20.5	
78V-089	04-10-78	00.0	00.0	09.0	28.8	46.2	52.0	52.0
78V-125	10-04-78	00.0	08.0	16.9	18.7	19.3	19.6	
78V-164	10-18-78	00.0	06.2	20.9	31.1	34.4	36.4	
78V-174	11-23-78	00.0	14.2	47.8	50.0	61.3	62.5	
78V 196	12-22-78	00.0	00.0	36.9	44.0	46.2	46.7	
78V-258	02-28-79	00.3	02.1	02.6	02.9	03.2	03.5	
79V-019	03-29-79	00.0	33.0	41.0	42.8	43.4	43.7	
79V-020	03-29-79	00.0	09.0	22.8	30.4	35.0	37.2	
79V-021	03-29-79	00.0	43.7	53.1	54.1	54.7	55.2	
79V-045	03-29-79	00.0	51.5	64.8	65.4	65.9	66.1	
79V-128	09-05-79	01.6	34.5	44.6	47.6	49.3	49.8	
79V-146	01-28-80	08.6	15.7	18.2	19.4			
79V-166	03-24-80	00.0	08.0	14.6	16.8			
80V-024	04-28-80	35.1	44.1	45.3				
80V-107	09-04-80	37.5	85.0					

Defect Recall Campaign Analysis by Manufacturer

Campaign Number	Notification Start Date	Percentage Completion Rate by Quarter						
		1	2	3	4	5	6	7
Kromag, A.G. of Austria								
79V-034	02-23-79	91.5	94.9	94.9	95.2	95.2	95.2	
Lotus Cars of America, Incorporated								
78V-238	00-00-00	60.3	67.1	73.3	82.9	82.2	82.2	
79V-127	05-23-79	55.6	44.4	44.4	55.6	55.6		
Luigi Chinetti Motors, Incorporated								
79V-263	01-22-80	12.2	23.2	32.3	35.9			
Magirus Duetz A.G., West								
79V-064	04-19-79	00.0	34.2	44.7	55.3	55.3	60.5	
79V-123	08-16-79	23.8	42.9	42.9	55.6	57.1	57.1	
Maserati Automobiles, Incorporated								
79V-184	———	52.0	———	———	———	———	———	
Mercedes-Benz of North America, Incorporated								
78V-106	05-08-78	24.2	63.4	71.4	75.1	76.8	77.9	
78V-202	09-14-78	18.0	28.1	34.0	40.6	45.1	45.6	
79V-063	02-26-79	18.6	73.5	86.5	89.0			
80V-092	———	00.0	21.2	21.2				
80V-160	12-05-80	01.8						
Motobecane America, LTD.								
79V-172	08-17-79	00.2	00.2	01.5	01.5	01.5	01.5	
79V-173	08-17-79	00.0	00.0	01.9	01.9	01.9	01.9	
80V-097	08-01-80	01.2	01.4					
Nissan Motor Corporation in U.S.A.								
78V-088	04-21-78	36.5	38.8	46.5	51.4	51.4	51.4	
79V-242	01-17-80	08.0	18.7	24.0				
80V-046	05-05-80	22.2	44.2					
80V-112	10-20-80	00.0	00.0					
80V-151	———							
Nurenberger Hercules-Werke								
79V-046	04-12-79	00.0	11.4	11.4				
Peugeot, Incorporated								
78V-178	08-14-78	35.2	65.8	75.4	79.3	80.2	80.7	80.9
80V-110	———	05.7	42.3					

Defect Recall Campaign Analysis by Manufacturer

Campaign Number	Notification Start Date	Percentage Completion Rate by Quarter						
		1	2	3	4	5	6	7
Renault USA, Incorporated								
78V-187	----							
78V-262	----							
78V-263	----							
80V-041	----							
80V-118	----							
80V-119	----							
80V-127	----							
Rolls Royce Motors, Incorporated								
78V-006	01-04-78	74.3	---	83.0	84.5			
79V-058	03-01-79	25.9	37.3	43.0	50.3	51.3	51.3	
80V-066	05-23-80	07.1	46.8	61.8				
Saab-Scania of America, Incorporated								
78V-001	02-21-78	78.3	78.4	79.1	79.2	79.3	79.4	
78V-099	06-20-78	46.0	61.2	67.0	71.2	74.7	75.3	
78V-130	07-13-78	23.5	33.9	39.7	41.0	41.9	---	
78V-156	10-13-78	00.0	04.7	07.8	08.8	09.3	---	
78V-208	11-08-78	26.9	53.9	57.3	59.8	---	61.3	
79V-099	05-04-79	33.4	49.6	---	53.8	55.0	56.1	
79V-206	11-13-79	---	15.6	23.7	25.7	28.0		
79V-230	01-31-80	---	34.3	55.8	60.6	63.7		
80V-123	10-31-80	29.2						
Steyr/Daimler/Puch, A.G.								
79V-033	02-23-79	15.6	20.8	27.9	30.9	32.7	33.2	
79V-168	07-19-79	10.7	20.1	23.7	26.3	27.4	28.5	
Subaru of America, Incorporated								
78V-181	11-17-78	17.9	37.7	44.6	47.6	48.4	49.2	
79V-016	04-30-79	39.5	44.3	45.9	34.0	47.0	47.4	
79V-032	04-23-79	30.0	42.1	44.3	45.4	45.8	46.2	
80V-077	09-15-80	19.3	32.2					
Toyo Kogyo Company, Limited								
78V-268	02-12-79	07.5	16.9	19.6	22.8	23.2	23.6	
Toyota Motor Company								
78V-002	03-27-78	11.5	15.5	16.9	17.5	17.8	18.1	
78V-017	03-10-78	01.5	13.4	16.5	17.4	18.8	19.1	
78V-200	09-20-78	29.8	44.4	60.7	64.2	65.2	65.6	
78V-249	01-25-79	15.9	31.4	35.2	36.2	37.0	37.4	
80V-028	03-28-80	31.8	46.7	49.1				
80V-045	04-28-80	17.9	47.2	51.0				
Transamerican Roosevelt Industries, Incorporated								
78V-041	02-03-78	03.3	---	03.8	---	---	---	

Defect Recall Campaign Analysis by Manufacturer

Campaign Number	Notification Start Date	Percentage Completion Rate by Quarter						
		1	2	3	4	5	6	7
Norton-Triumph Corporation								
79V-108	05-10-79	41.5	51.9	54.0	54.9	57.1	59.3	
U.S. Suzuki Motor Corporation								
78V-040	04-10-78	13.4	32.2	35.8	41.0	45.4	47.2	
78V-087	04-10-78	30.0	38.4	30.0	53.1	54.8	———	
79V-225	10-10-79	46.8	50.0	54.3	59.9			
79V-238	10-23-79	38.3	37.3	40.6				
80V-047	———	81.6						
Vespa of America Corporation								
78V-055	01-25-78	00.2	———	———	———	———	———	
Volkswagen of America, Incorporated								
78V-113	11-09-77	14.3	17.8	17.8	24.3	24.4	24.4	
78V-118	06-14-78	05.7	84.9	100.0				
78V-119	06-20-78	———	27.4	41.0	48.1	54.1	57.5	
78V-120	———							
78V-121	———							
78V-122	———							
78V-123	———							
78V-124	———							
78V-182	———							
78V-217	12-08-78	———	27.1	———	28.8	28.8	28.8	
78V-261	12-14-78	46.2	46.2	46.2	53.8	53.8	53.8	
78V-264	01-02-79	27.9	34.1	43.9	45.5	47.1	48.2	
79V-015	01-15-79	100.0						
79V-120	08-20-79	01.7	24.1	33.8	37.9	44.1	46.9	
79V-129	06-12-79	57.9	78.9	78.9	78.9	78.9	78.9	
79V-158	07-27-79	25.6	44.4	47.0	49.2	58.6	58.6	
79V-222	01-21-80	19.6	27.8	29.4	33.3			
79V-270	01-28-80	49.6	54.1	55.8	74.3			
80V-035	06-09-80	08.4	31.5	42.1				
80V-080	07-29-80	32.3	31.4					
80V-140	11-07-80	13.9						
80V-146	11-18-80	10.8						
80V-155	11-24-80	20.0						
Volvo of America Corporation								
78V-062	03-17-78	———	60.1	70.7	73.2	73.7	74.1	
78V-209	10-18-78	30.1	36.7	51.2	52.9	———	54.6	
78V-254	11-27-78	———	47.8	61.8	63.2	———	64.9	
79V-028	03-26-79	28.6	42.6	42.6	48.9	50.3	51.1	
79V-048	03-26-79	26.8	40.0	44.4	49.1	49.7	50.6	
79V-132	01-31-80	02.9	15.6	18.5	24.6			
79V-193	01-08-80	16.9	39.6	55.5	58.6			
80V-021	06-26-80	38.3	43.1					
80V-087	11-21-80	22.5						

Defect Recall Campaign Analysis by Manufacturer

Campaign Number	Notification Start Date	Percentage Completion Rate by Quarter						
		1	2	3	4	5	6	7
Yamaha International Corporation								
78V-037	02-06-78	00.0	45.9	47.2	51.6	55.1	100.0	
80V-040	04-14-80	07.4						
80V-058	05-13-80	16.2						
80V-068	05-19-80	18.0						

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